The Hongkong Telegraph

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY. Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON. DODWELL & Co. LIMITED. General Agents.

NEW SERIES No. 1294. 日大十月七年五十二緒光 MONDAY, AUGUST 21, 1899. 一拜禮 號一廿月八英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND PAID-UP) ..... Yen 12,000,000
RESERVE FUND ..... „ 7,300,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

S. CHOH,
Agent.

Hongkong, 1st August, 1899. [382

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $11,000,000
RESERVE LIABILITY OF PROP'TORS. $10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.,
A. Haupt, Esq. | A. J. Raymond, Esq.
R. H. Hill, Esq. | P. Sachse, Esq.
The Hon. J. J. Keswick. | E. Shellim, Esq.
A. McConachie, Esq. | R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.

MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 19th August, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital ..... £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq.
D. Gillies, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. P. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %

Hongkong, 30th May, 1899. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months ..... 4 per cent.
„ 6 „ ..... 3 „

H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 22nd May, 1899. [3

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(:o:)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
KOBE (Direct):	*Nankin*	C. W. Bennett, R.N.R.	Daylight, 22nd Aug.	Freight only.
LONDON	*Bombay*	G. M. Montford, R.N.R.	About 24th August.	Freight or Passage.
SHANGHAI	*Valetta*	J. F. Jephson	About 1st Sept.	Freight or Passage.
LONDON, &c.	*Chusan*†	E. Street	Noon, 2nd Sept.	Freight or Passage.
JAPAN	*Rohilla**	S. de B. Lockyer, R.N.R.	4 P.M., 2nd Sept.	Freight or Passage.
LONDON	*Formosa*	A. G. Cubitt, R.N.R.	About 7th Sept.	Freight or Passage.
JAPAN	*Candia**	W. H. Haughton, R.N.R.	About 13th Sept.	Freight only.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 19th August, 1899. [5

AQUARIUS.

"A PERFECT TABLE WATER."

Telephone 75.

		Allowance for the Empties when return to our Godowns.	Net Price.
Per 1 Dozen Quarts	$2.50	$1.00	$1.50
Per 1 Dozen Pints	1.75	0.75	1.00

"There is no teaching in all the wide world of hygiene so valuable as the "inculcation of the idea that typhoid fever is a water-borne disease. Excluding a not common liability to the air-diffusion of its germs, we acquire this "ailment undoubtedly from water directly, or from milk which has been "fouled by polluted water. Pure water means practically the abolition of "both typhoid fever and cholera. Our safety abroad is to drink a pure "Mineral Water only."—(Dr. Andrew Wilson in the "Illus. London News.")

CALDBECK, MACGREGOR & CO.,
GENERAL MANAGERS.

15, Queen's Road.
Hongkong, 8th July, 1899. [15

CLUB WHISKY

IS THE BEST.

(:o:)

$12.00 ... ... PER DOZEN.

(:o:)

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20

HONGKONG HOTEL. BOARD AND RESIDENCE. On Monthly Terms from 1st May, 1899.

THE CLUB HOTEL, LIMITED.

(:o:)

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36

LADIES,

We can always well supply your every need from day to day.
If you doubt it, come and try at
"WHITELEY'S OF THE FAR CATHAY."
Ex. "FORMOSA."
New Millinery, &c., Latest Novelties in Ladies Apparel.

W. POWELL & Co.,
Immed. Opposite P. O. 1st floor.

Hongkong, 29th July, 1899. [27

Intimations.

Again We Press Forward to Greater Achievements, to Mightier Efforts. We Will Inaugurate the Monumental Master-Stroke of Our Career.

WATKINS, LIMITED,

challenge the world to produce a y equal or parallel to the splendid and inspiring values now offered, gathered by master minds hrough the gigantic power of SPOT CASH—demoralising and scattering to the four winds the la t hope of the so-called cutters, creating unspeakable agony in the minds of competitors and unspeakable delight to the thousands of our customers who, through our existence, are saving thousands of dollars each and every year. Figures will not lie and facts are indisputable.

We Have the Power and the Will, the Capital and the Energy, to Offer Goods at Prices Which We Defy and Dare any Competition to Match.

We fearlessly throw down the gauntlet to any competition to meet this wonderful array of bargains and defiantly raise our flag on high upon which is written in bold and commanding manner the sentence.

"WE CHALLENGE ALL COMPETITION." [14

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

(:o:)

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT ..... THOS. SKINNER

27] DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899. [28

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242

THE PUNJOM MINING COMPANY, LIMITED.

IN Accordance with Articles No. 26 and 27 of the Articles of Association of the Company, NOTICE is hereby given that the FOLLOWING SHARES will be liable to be FORFEITED, unless the CALL due on the **17th day of April last**, be PAID, together with INTEREST at 10 per Cent. per Annum, at the OFFICE of the Company, No. 9, Praya Central, on or before the 1st day of September, 1899.

The following are the distinguishing Numbers of the ORDINARY SHARES:—

57477/57501	55891/55940
11961/11985	34369/34391
59166/59190	36213/36224
16245/16269	23011/23035
58142/58152	42141/42165
28562/28573	45528
29667/29681	56139/56188
29682/29688	46070/46119
29782/29791	45611/45635
32044/32045	47301/47310
25644/25668	47840/47889
59466/59515	47890/47939
	49705/49729

W. H. CASKELL,
Acting Secretary.

Hongkong, 17th August, 1899. [10458

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN Accordance with the *Provisions of No.* 121 of the Articles of Association, the General Agents have This Day Declared an INTERIM DIVIDEND of 2 Per Cent. for the Half-year ending 30th June, 1899, on the Paid-Up-Capital of the Company.

DIVIDEND WARRANTS PAYABLE on SATURDAY, the 2nd September, will be issued to SHAREHOLDERS.

The TRANSFER BOOKS of the Company will be CLOSED from 24th instant to 2nd prox., both day inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 17th August, 1899. [10472

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply "Z," c/o This Office.

Hongkong, 18th August, 1899. [10482

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 30th June last, at the Rate of ONE POUND and TEN SHILLINGS STG. per Share of $125 is PAYABLE on and after MONDAY, the 21st August, CURRENT at the OFFICES of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 19th August, 1899. [10532

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong Electric Company, Limited, will be held at the COMPANY'S OFFICES, Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 26th day of August, 1899, at 12 o'clock NOON, when the SUBJOINED RESOLUTION will be proposed.

Should the Resolution be passed by the required majority, it will be submitted for confirmation as a SPECIAL RESOLUTION to a SECOND EXTRA-ORDINARY MEETING which will be subsequently convened.

1.—That the Capital of the Company be increased to the Sum of $600,000 by the issue of 30,000 New Shares of $10 each which shall be considered part of the Original Capital and be subject to the provisions in the Articles of Association contained with reference to CALLS; transfer, transmission, lieu, surrender, cooling power and otherwise and that the Directors be authorized to issue such New Shares at par.

2.—That the said New Shares be offered to the persons who on the 16th day of September, 1899, shall be the Registered Members of the Existing Shares in the proportion of a New Share for each Existing Share held by them.

By Order of the Board,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 9th August, 1899. [10384

WANTED.

A MANAGER for THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS must be well acquainted with BOOK-KEEPING. Apply by Letter stating Terms expected to the

HON. SECRETARY,
At the Institution, No. 2, Praya Central.

Hongkong, 18th August, 1899. [10492

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c. &c., &c.,

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 14th May, 1896. [39

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [18

Hotel.

WINDSOR HOTEL,

HONGKONG

STRICTLY FIRST-CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM,
Proprietor & Manager.

Hongkong, 28th April, 1900. [12

To be Let.

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H,"
c/o of this Office.

Hongkong, 17th May, 1899. [6648

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)

PROPERTY lately occupied by the Bowrington Saw Mills.

GROUND FLOOR, 52, PEEL STREET.

OFFICES:—1st floor, No. 10, PRAYA CENTRAL, (Lately occupied by Messrs. MELCHERS & Co.)

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 21st June, 1899. [12

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to
COMPRADOR'S OFFICE,
THE HONGKONG HOTEL.

Hongkong, 25th March, 1899. [6

To-day's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share and BONUS of 12% per Share for the six months ending 30th June, 1899, declared at Monday's Ordinary Half Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 22nd August, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, Queen's Building, Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 21st August, 1899. [1059a

GOVERNMENT NOTIFICATION.
No. 453.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,
the 28th day of August, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 12th August, 1899. [1057a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 28th day of August, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kowloon Point, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
Kowloon Inland Lot No. 969.		Kowloon Point (back of Wharf and Godown Co.'s Premises.	50	50	120	120	6000	72	1,728

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI," "WUCHOW,"

will be despatched alternately from Messrs. DOUGLAS LAPRAIK & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHUNHING and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG to SAMSHUI ..... $ 5
HONGKONG to WUCHOW $10

Meals can be obtained on Board.

For further information, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st August, 1899. [1058a

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND VLADIVOSTOCK.

THE Company's Steamship

"KANSU,"

Captain Sonnenville, will be despatched as above on WEDNESDAY, the 23rd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st August, 1899. [1056a

THE OSAKA SHOSEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st August, 1899. [1055a

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"

Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, 21st August, 1899. [1020a

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st August, 1899. [4

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

	Per Case 1 doz.
A.—THORNE'S BLEND, White Capsule	$10.80
B. WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C. WATSON'S ABELOUR-GLENLIVET, Red Capsule, with name and Trade Mark	12.00
D. WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES. Violet Capsule	14.10
E. WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY. Gold Capsule	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in thes Hongkong market.

A. S. WATSON & Co., Limited.
THE HONGKONG DISPENSARY.

BIRTHS.

On the 10th inst., at 6, Seward Road, Shanghai, the wife of P. L. RAEBURN, of a son.

On the 10th inst., at 5, Range Villas, Shanghai, the wife of J. J. MANSFIELD, of a daughter.

At Shanghai, on the 11th inst., the wife of P. BLESKY, of a daughter.

DEATHS.

At 5, Range Villas, Shanghai, on the 10th inst., the infant daughter of Mr. and Mrs. J. J. MANSFIELD.

At Kuling, Thursday, August 10th, 9 p.m., MARY LOUISE RICHARDSON, of the Southern Methodist Mission, Shanghai, and youngest daughter of F. D. Richardson, Esq., Springfield, Mo., U.S.A.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 21, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL DIFFICULTY.

LONDON, August 18th.

President Kruger is considering a new scheme, which has not as yet been submitted officially to Great Britain, granting a five years franchise to the Uitlanders without any irksome restrictions, and giving the Rand a quarter of the seats in the Volksraad. It is understood however that President Kruger will ask for a *quid pro quo* in regard to the British Suzerainty.

TYPHOON WARNING.

HONGKONG OBSERVATORY REPORT.

The Observatory report says:—

On the 20th at 11.55 a.m. The barometer is falling slowly on the China coast and over the Philippines. Pressure remains low in the Pacific to the E. of Luzon, and also across the middle part of the China Sea. Pressure is still high over Japan. Gradients slight for E. winds on the China coast. FORECAST:—Moderate E. winds; fair to showery.

On the 21st at 11.30 a.m. The barometer has fallen slightly in S. China, risen a little in the Southern Philippines. The depression in the Pacific seems to be now situated to the E. of the Balingtang Channel, and it is probably moving towards N.W. Gradients increasing for N. and N.W. winds in the Formosa Channel and on the S. coast of China. FORECAST:—Light to moderate N.W. winds; fine.

WARNING FROM MANILA.

The following telegram has been courteously forwarded to us by U. S. Consul General R. Wildman:—

MANILA OBSERVATORY,
August 21st, 4 p.m.

The typhoon is N. N. E. of Manila between 18th and 21st parallels moving probably to N.W.

LOCAL AND GENERAL.

THE returns of the number of visitors to the City Hall Museum for the week ended 20th August, are:—Europeans 151, Chinese 1,753; total 1,904.

IT is notified in the *Gazette* that the Hon. H. E. Pollock has been elected a member of the Church Body for the current year, vice Mr. A. P. MacEwen resigned.

A NATIVE paper states that the enrolment of recruits for Jung Lu's Wu Wei Army has reached over 7,000 men, who are all stronger men compared with the present banner force.

H.M.S. *Bonaventure* arrived from Nagasaki at noon yesterday and is to go into the Cosmopolitan Dock, where, we understood, she will make a stay of some two months for repairs to her bottom.

THE Chinese four funnelled torpedo-boat destroyer which has been in one of the Imperial mud docks at Taku for over a year was to have come out last Tuesday, says the *N. C. D. News* of 12th inst.; she will join the now formidable fleet gathered outside the Taku bar.

THIS morning at the Magistracy $71.93 was collected from a gang of gamblers, $70 of which was for fines, the remainder being money confiscated. Two others, keepers of the gaming house, elected to go to prison, one for six weeks, instead of paying $25 and the other for 14 days instead of $5.

A JUNK, laden with timber, capsized yesterday morning at about ten o'clock in the middle of the harbour. The Torpedo Depôt gig, conveying men to church on the *Tamar*, went to the rescue promptly but, as the junk floated, her services were not required. The capsized craft was towed to shore and beached.

CHAN FUK aged 15 was sentenced at the Magistracy this morning to receive 12 strokes with the birch for attempting to steal a watch and chain, the property of Benjamin Green, from off the mess table on board H.M.S. *Orlando*. He was caught by H. Denry before leaving the ship and given into custody.

THE Magistrate this morning convicted and fined $25 Ella Morrison of 65 and 67 Wyndham Street for unlawfully keeping a house for the occupation or resort of public prostitutes to the annoyance of persons residing near thereto. It will be remembered that this was the case in which the Captain Superintendent was interested, and was reported in a recent issue.

IT was rumoured in native official circles at Shanghai recently that there is some likelihood of the cashiered ex-Governor of Shantung, Li Ping-héng, being the next Viceroy of the Liang Kiang provinces should Viceroy Liu persist in resigning. It would seem that the origin of the ex-Governor's disgrace, through German demands, is entirely ignored by the Empress Dowager and her advisers.

A VERY pretty though touching sight was seen, the other day, down the Queen's Road. The occasion being the funeral of a baby. The coffin was carried in a chair, converted for the purpose and painted white, pretty floral wreaths entirely covered the coffin, and the chair was carried by a couple of coolies, also in white with their bamboo hats painted the same colour. As the male Europeans passed they all raised their hats in respect to the mournful procession.

THE San Francisco *Chronicle* of 22nd ulto. says: "A casket supposed to contain the remains of Private Francis Deckelman, Company L, First California Volunteers, was lowered in May last into a grave in the Deckelman vault in the Odd Fellows' cemetery. On the eleventh of the present month, on suspicion that a mistake had been made, the casket was disinterred at the request of the boy's father, and the suspicion verified. Decomposition had set in to such an extent that identification was impossible, but it was plain to the bereaved father that a dead Filipino had been given the resting place intended for his son."

WE are always pleased to note an advance made in the direction of a soldiers' comfort, as by its publication commanding officers at other tropical stations may note and follow. The church parades, never popular among the military, have in Hongkong been deprived of half their irksomeness by allowing the men to parade, without their swords and belts, and also allowing them to return independently, in fact curtailing the drill portion of the parade which was always considered as inappropriate if not actually making a farce of divine worship. In the olden days, especially among the cavalry, this used to be the *most* unpopular parade of the week, much worse than a General's Inspection, as so much punishment for supposed dirtiness invariably followed.

KANG YI, the Empress Dowager's High Commissioner of "Reorganisation," who arrived here from Soochow on Wednesday, say the *N. C. D. News* of 12th inst, and has been staying at the Shansi Bankers' Guild, on the North Honan Road, is expected to leave this for the North by the China Merchants' str. *Haean* to-morrow morning. This Lord High Extortioner has been heard to express his satisfaction at the result of his work in this province, having set the machine going to supply his Imperial Mistress with an extra annual income of a million and a-half taels, but he has been constantly growling that his visit has been summarily cut short, as he expected to sweep Chêkiang clean also. It seems that the Empress Dowager heard through various sources that her Commissioner was driving the people into rebellion and a telegram was at once sent to Kang Yi ordering him to stop his demands on the people for tribute rice still due the Government and to return to Peking at once.

IT is interesting to learn that there are 2,800 Japanese subjects settled in Russia's Siberian dominions. The *Nichi Nichi Shimbun* gives a list. Sixteen hundred and seventy of them are in Vladivstock, and the rest are scattered among fourteen different places. Considering that throughout the whole of the Chinese empire only 1694 Japanese are residing, the figure for Siberia is very remarkable. Quietly and without attracting any attention the Japanese seem to have been finding their way to that remote region. The *Nichi Nichi* encourages them to continue doing so. America and the British colonies show a disposition to object to Japanese immigrants. We may condemn such a prejudice as illiberal and even uncivilized, but the people of the United States and of Australasia know their own minds, and are entitled to choose. "If they don't want us," says the *Nichi Nichi*, "we should be very foolish to thrust ourselves upon them. Let us go where a welcome awaits us."—*Japan Mail*.

THE HONGKONG HOTEL COMPANY, LIMITED.

A general meeting of the shareholders of the Hongkong Hotel Co., Ld., was held at noon, to-day at the Hotel. The following gentlemen were present:—Messrs. W. Parfitt (Chairman), E. Osborne, C. Wilcox (Directors), C. Mooney (Secretary), W. H. Potts, J. H. Lewis, F. D. Goddard, W. H. Gaskell, Ho Tung, Lo Cheong Chin, A. A. Gutmriz, J. E. Gomes, R. F. Wright, C. Peter, G. Stewart, Erich Georg, W. Newton, F. Henderson, J. J. Montairio, G. C. Cox, E. M. Roberts, J. R. Michael, D. MacDonald, J. Y. V. Vernon, etc.

The Secretary read the notice Convening the meeting.

The Chairman said: Gentlemen, as the Report and Accounts have now been in your hands for some days I will, with your permission, consider them as read. Since the last half yearly meeting of shareholders the capital has been increased by the sum of $156,030 and it now stands at the full amount authorised by the Articles of Association, viz., $600,000. Mortgage Debentures to the extent of $500,000 have been issued of which the Company holds $275,000 worth. These two operations have enabled the Co. to pay off the loan of $500,000 to the H. & S. Bank, the loan was of a temporary one and might have been called in at very short notice, perhaps at a time when it might not have been possible for the Hotel Co. to borrow at 6%. The asset of $275,000 represented by the 550 H. K. Hotel Co. Debentures held by the Company is of a liquid nature, as the Debentures could, without doubt, be easily sold at any time, and one of the objects of the Directors in issuing 1000 Mortgage Debentures and holding more than half for the Company was to have funds in readiness, should it be considered advisable, later on, to build on the Co's portion of the Praya Reclamation. The first floor of of the building, which has for some years past been let out as offices, has been fitted up with bedroom accommodation and 14 rooms gained thereby. The Directors have reason to believe that these rooms will show a better return if let to visitors to the Hotel than they did as offices. The prospects for the current half-year are so far good I am glad to say, but it is somewhat early to speculate on the profits of a business subject to such vicissitutes as that of the Hongkong Hotel Company.

No questions being asked, the Chairman proposed the adoption of the Report and Statement of accounts.

Mr. Ho Tung, in seconding said that the report they had just heard was most gratifying and he believed if he was not mistaken it was the best in the Annals of the Company. He could remember a few years ago when the shareholders used to meet with gloomy faces, when no dividend was declared and a debit account carried forward. The Company was on a much sounder basis now. Mr. Ho Tung then enumerated the favourable items in the report and said that Manila, under the enlightened government of America, and the gradual opening up of China made their position a very strong one, as it was bound to bring custom from all parts of the world. He had much pleasure in seconding the report.

Carried unanimously.

Mr. Lewis proposed and Captain Goddard seconded the re-election of Mr. Parfitt and Mr. Osborne as directors. Carried.

Mr. Newton proposed, and Mr. Gomes seconded the re-election of Mr. Hutton Potts and Mr. Gaskell as auditors. Carried.

Captain Goddard moved a vote of thanks to the directors and the staff of the company, saying he hoped that the favourable predictions for the current half year made by the Chairman would prove true.

The Chairman thanked the members for their vote of thanks and also for their kindness in attending and said that the dividend warrants would be ready this afternoon.

THE HONGKONG AND WHAMPOA DOCK CO., LIMITED.

The ordinary half yearly meeting of the shareholders of the Hongkong and Wampoa Dock Company was held this afternoon at 3 p.m. in the offices of the company, in Queen's Building. The following gentlemen were present:—W. S. Wheeler (Chairman), The Hon. J. J. Keswick, J. N. A. Siebs, A. Haupt, J. H. Lewis, G. Goetz, J. S. Van Buren (Directors), D. Gillies, (Chief Manager), T. I. Rose, (Secretary), D. Haskell, H. Dann, D. Jones, J. R. Michael, S. H. Michael, H. Wickham, G. M. Bain, J. Thurburn, F. Henderson, Hart-Buck, J. Judd, C. W. Dickson, Ho Tung and Lo Cheong Chui.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, with your permission we will take the Report and Accounts as read. We have had an extraordinarily prosperous half year—one in which we have had a large amount of the most profitable description of work, and the result is that our profit is most exceptionally large. I desire to point out that these profits must be looked upon as something quite exceptional. They are by far the largest in the history of the Company and such results can only be attained under exceptional circumstances. Ordinarily we cannot expect to be able to lay such results before you. However they shew the capacity for money making that our establishments possess if only the necessary quantity of the work of the right description is forthcoming. Further than this, Gentlemen, they justify the sacrifices you have made in the past in adding to and improving your works out of profits so that they are now second to none in this part of the world, and are not encumbered with a capital on which, in ordinary times, we could look for but a modest return. The profits enable us to recommend a dividend of 8% and a bonus of 12% be paid to shareholders,—a bonus of $20,000 to contributing shareholders,—place $100,000 to Reserve, —write off from Kowloon and Cosmopolitan Docks and steam launches $89,388.11, and carry forward $365,804.42. The amount carried forward is somewhat large, but I must remind you that we have a very large expenditure to meet in the reconstruction of our workshops, and in additions to, and replacing of, our machinery and tools by those of the most modern description, and out of the amount carried forward your Directors propose, as funds admit, to place on deposit with the Hongkong Bank in London a sum sufficient to cover the balance of our indebtedness to the Admiralty. Within a comparatively few years the size and weight of vessels and their machinery has so enormously increased, that tools and machinery which were formerly sufficient, are now quite inadequate, and in order to maintain our position it is absolutely necessary that our shops and machinery be kept well up to date. The shops that we are now building will we hope fulfill the purpose for which that they are being erected for many years to come, but with regard to the machinery the expenditure is an ever-recurring one in replacing out-of-date machines with those of the most modern description, which enable work to be done with the greatest economy, efficiency and speed. The new pumps for No. 2 Kowloon Dock are in place and will shortly be running, when we hope to reduce by more than one half the time taken to pump out this dock, which means that the earning power of it will be materially increased. The new blacksmith shop at Kowloon has been completed and lately occupied with great advantage to our work. A new fitting and machine shop 50 feet wide, 225 feet long and 60 feet high, will shortly be commenced. The increased accommodation which this shop will afford is a pressing necessity. The lengthening of the No. 1 Dock at Kowloon is well advanced and we hope before long to be in a position to take into this dock vessels of 376 feet on the blocks. The decision of the Admiralty the build a dock of their own in Hongkong does not remove our need for another and larger dock to which reference was made at our last annual meeting but it may be some little time before the Directors will be in a position to submit their proposals to shareholders. As you are doubtless aware, a fire broke out in one of the stores at Kowloon on the evening of the 10th instant, but I am glad to say the damage is not very serious and will interfere but little with our business. The loss is covered by insurance. To our Staff, from the Chief Manager downwards, we are largely indebted for our continued prosperity; they had a very busy half year and I have great pleasure is bearing testimony to the ability and zeal they have displayed. Before moving the adoption of the Report and Accounts I shall be pleased to answer any question.

There being no questions asked, the Chairman proposed the adoption of the report and statement of accounts.

Mr. Thurburn seconded and remarked that the report was the best that the Company had had and that he thought the shareholders should be well satisfied with it. The Dock Company had a high reputation for doing first class work, a good deal of this was due to the management whom he thought deserved their thanks.

The motion was carried.

The Chairman thanked those present and said the dividend warrants would be ready to-morrow.

THEATRE ROYAL, HONGKONG.

Last Saturday night the lovers of tragedy had a treat in the performance given by Miss Janet Waldorf, the celebrated young American actress, who is now touring the Far East. Two acts from "Romeo and Juliet" and three from "Ingomar" were chosen and afforded wide scope to show the versability of both Miss Waldorf and Mr. Norval McGregor, as love and tragedy are brought into striking contrast in both plays. The scenes selected from Romeo and Juliet were the Balcony, Friar and Potion Scenes. In the first scene, where Romeo declares his love, neither actor nor actress showed to much advantage, the love-making being too affected to be natural and the delivery so low that many at the back of the hall had great difficulty in hearing. Mr. McGregor took the part of the Friar, in which he was considerably better, while Miss Waldorf thoroughly established her reputation as a tragedienne in the second and third, being particularly good in the soliloquy, before taking the potion, where she vividly imagines the consequence if her lover and the Friar should not be present at the awakening. Though not quite so well known as the first piece, Ingomar does not need to be described by us. It will however assist our readers if we quote the two lines on which the play hangs "Two souls with but a single thought. Two hearts that beat as one." Mr. Norval McGregor showed decidedly to better advantage as a barbarian than as a civilized lover, and fairly carried his audience with him through the different stages of ownership, submission and subjection. Miss Waldorf, as the Grecian maiden, was exceptionally good in representing the winsome, domineering and withal brave stock from which the ancient Greeks sprung. Though the date has not yet been fixed, arrangements are being made for an open-air performance of "As You Like It," when Miss Janets Waldorf's Company will be assisted by members of the local A.D.C. We should strongly advise our readers not to lose the opportunity of seeing this Shakesperian play, the acting of which we can vouch for.

HONGKONG VOLUNTEER CORPS.

FIELD BATTERY.

Transfer.—No. 215, Gunner H. Wolfe, has been permitted to transfer to "E" Engineer Company, dated 14th August, 1899.

Transfer.—No. 223, Gunner J. Lysaught, has been permitted to transfer to "E" Engineer Company, dated 15th August, 1899.

Resigned.—No. 258, Gunner A. M. Phillips, has been permitted to resign, dated 15th August, 1899.

Promotions and Appointments.—The Commandant has been pleased to make the following promotions and appointments:—

No. 24, Sergeant H. W. Kennett, to be Battery-Sergeant-Major dated 25th May, 1899, to completed establishment, and Vice Acting-Battery-Sergeant-Major G. L. Ducan, promoted.

No. 9, Acting-Battery-Quarter-Master-Sergeant J. Coyle, to be Battery-Quarter-Master-Sergeant, dated 25th May, 1899, to complete Establishment.

No. 127, Corporal T. Meek, to be Sergeant, vice Armstrong, promoted, dated 25th May, 1899, and posted to No. 2 Sub-Division.

No. 107, Corporal, and Acting-Sergeant, R. V. Rutter, to be Sergeant, vice McPhail, resigned, dated 18th July, 1899, posted to No. 6. Sub-Division.

No. 49, Corporal W. M. Humphreys, to be Sergeant, vice Kennett, promoted, dated 25th May, 1899, and posted to No. 3 Sub-Division.

No. 4, Corporal W. F. Bamsay, to be Sergeant, vice Hayward, resigned, dated 1st July, 1899, and posted to No. 4 Sub-Division.

No. 204, Acting-Bombardier A. P. Hobbs, to be Corporal, vice Meek, promoted, dated 25th May, 1899, and posted to No. 2 Sub-Division.

No. 191, Acting-Bombardier C. McD. Smart, to be Corporal, vice Humphreys, promoted, dated 25th May, 1899, and posted to No. 3 Sub-Division.

No. 132, Gunner H. B. Bridger, to be Corporal, vice Bamsey, promoted, dated 1st July, 1899, and posted to No. 4 Sub-Division.

No. 101, Acting-Bombardier and Acting-Corporal D. Gow, to be Corporal, vice Rutter, promoted, dated 18th July, 1899, and posted to No. 6 Sub-Division.

No. 149, Gunner C. E. A. Hance, to be Bombardier, dated 25th May, 1899, to complete establishment, and posted to No. 2 Sub-Division.

No. 150, Gunner R. Henderson, to be Bombardier, dated 25th May, 1899, to complete establishment, and posted to No. 3 Sub-Division.

No. 159, Gunner H. A. Lammert, to be Bombardier, dated 25th May, 1899, to complete establishment, and posted to No. 4 Sub-Division.

No. 187, Gunner A. Uphill, to be Bombardier, dated 25th May, 1899, to complete establishment, and posted to No. 1 Sub-Division.

No. 100, Acting-Bombardier W. M. Deal, to be Bombardier, dated 25th May, 1899, to complete establishment, and posted to No. 5 Sub-Division.

No. 179, Acting-Bombardier C. T. Wilson, to be Bombardier, dated 25th May, 1899, to complete establishment, and posted to No. 6 Sub-Division.

No. 206, Gunner —. Wilkinson, to be Signalling Sergeant dated 25th May, 1899, to complete establishment.

No. 263, Acting-Trumpeter C. Plinston, to be Trumpeter, dated 25th May, 1899, to complete establishment.

No. 264, Acting-Trumpeter S. R. Moore, to be Trumpeter, dated 25th May, 1899, to complete establishment.

No. 213, Gunner J. T. Cotton, to be Wheeler with rank of Corporal, dated 25th May, 1899, to complete establishment.

No. 34, Sergeant W. H. Purcell has been posted to No. 1 Sub-Division.

No. 190, Acting-Bombardier R. S. Buck, reverts to ranks, dated 15th July, 1899.

"B" MACHINE GUN CO.

The Commandant has been pleased to make the following promotions and appointments:—

No. 328, Acting-Company-Sergeant-Major W. Prince, to be Company-Sergeant-Major, dated 25th May, 1899, to complete establishment.

No. 336, Gunner W. Brand, to be Bombardier, dated 25th May, 1899, and posted to No. 1 Sub-Division.

No. 353, Gunner E. West, to be Bombardier, dated 25th May, 1899, and posted to No. 2 Sub-Division.

No. 326, Gunner F. Penning, to be Bombardier, dated 25th May, 1899, and posted to No. 3 Sub-Division.

No. 333, Gunner G. Graham, to be Bombardier, dated 25th May, 1899, and posted to No. 4 Sub-Division.

Resigned.—No. 324, Gunner T. Wingent has been permitted to resign on leaving the Colony, dated 16th August, 1899.

No. 333, Gunner E. Oram, has been permitted, to resign on leaving the Colony, dated 16th August, 1899.

"C" MACHINE GUN CO.

Joined.—Gunner D. Baldwin, joined 14th August, 1899, and assigned Corps' No. 435.

Gunner J. S. Gubbay, joined 15th August, 1899, and assigned Corps' No. 436.

Guner S. J. Granville, joined 15th August, 1899, and assigned Corps' No. 437.

Gunner W. J. Terril, joined 16th August, 1899, and assigned Corps' No. 428.

"D" INFANTRY COMPANY.

Joined.—Private F. Allen, joined, 11th August, 1899, and assigned Corps' No. 434.

BAND.

The Commandant has been pleased to approve of the following promotions to complete Establishment, dated 25th May, 1899:—

No. 153, Acting-Sergeant-Drummer A. Brown, to Sergeant-Drummer.

No. 249, Acting-Corporal J. Baker, to be Corporal.

No. 41, Drummer J. Toppin, to be Corporal.

Hongkong, 19th August, 1899.

THE HONGKONG RIFLE ASSOCIATION.

Seventeen members took part in the Competition for the Short Range Cup and Spoons on Saturday, when Sert. Major Wallace, R.E. registered his second win for the Cup. The weather was fine and bright. Following are the best scores:—

	200.	300.	H'cap.	Total.
*Sergt.-Major Wallace, R.E.	46	45	—	91
*Col. Sergt. Jones, R.W.F.	43	42	6	90
*Mr. Helton	47	43	—	90
*Mr. Toller	43	43	4	90
Sapper Clarke, R.E.	45	44	—	89
Ar. Sergt. Blair	47	42	—	89
Mr. Diggins	41	42	2	85
Mr. Read	42	39	4	85
Col. Sergt. Ruscor, R.W.F.	44	40	—	84
Sert. Pond, R.W.F.	45	39	—	84
Corpt. Hills, R.E.	44	39	—	83

* Winners of Spoons.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before the Hon. W. M. Goodman (Acting Chief Justice.)

August 21st.

ARMED ROBBERY IN THE NEW TERRITORY.

Chan Fun was charged with (1) robbery, together with one or more persons; (2) larceny in a dwelling-house with menacies; (3) larceny. He pleaded not guilty.

The Jurors were: Messrs. A. M. Barmdos, J. W. Cumming, W. F. Bamsey, W. H. Low, E. Ezra, J. D. Logan, and A. C. da Siliva.

The Hon. H. E. Pollock (Acting Attorney General), instructed by Mr. Bowley (Acting Crown Solicitor) appeared for the prosecution.

Mr. Pollock said Meng San Lan would tell the jury that she was a widow residing at Kou Tong, a small village in the new territory and situated a short distance to the south of the Samchun river. She would tell them that soon after midnight of July 17th she was asleep in her house when her door was broken down with an axe and three men came into the house—there were seven men concerned in the robbery. One man stood at the doorway and three men stood outside. Complainant had certain property concealed in the wooden partition of her cubicle—$21.50, a silver bangle, four silver hair pins, a pair of silver ear-rings, and two jackets. It appeared that some of these seven men had revolvers, or small fire arms, and one of them had a knife. They took away the property she had mentioned. Complainant would tell them that she could recognise prisoner as one of the men. Some of the men had lighted torches, so that there was some light in the place by which she could distinguish the features of the men. She would also tell the jury that she had known prisoner for some 20 years. He was a priest either in this place or somewhere else in the neighbourhood. She would also tell them that prisoner was one of the men standing at the doorway whilst the other men were ransacking the place and that so far as she could see he had no weapon in his hand. His Lordship would tell the jury that if they were satisfied prisoner was one of a gang of seven men who went to the house for a common purpose—to commit this theft—he would be guilty of every act done by any other of the six. Besides this evidence of identification by complainant, there was evidence that in a purse, apparently belonging to prisoner the police found a pawn-ticket referring to the two jackets stolen from complainant. Complainant went to Corporal Sullivan, of the Royal Welch Fusiliers, who was on special police duty in the new territory, and in consequence of that complaint Corporal Sullivan arrested prisoner.

The evidence for the prosecution was then given.

The jury found prisoner guilty.

Before sentencing him His Lordship heard another charge of robbery against prisoner. On leaving the widow's house prisoner and his accomplices went to the house of his uncle close by. Four of them came into the house, and the other three stood outside. Among the latter was prisoner, who had a small firearm in his hand. The robbers ransacked the house and took away $10.30 in money, seven silver hair pins, a pair of silver ear-rings, two rings, a bracelet, and some clothing.

The jurors were Messrs. J. Witchell, C. D. Hickie, D. M. Langroon, J. G. Rombach, C. D. Danenberg, D. W. Mareth and A. Forbes.

The jury found prisoner guilty.

His Lordship in passing sentence said that he had been found guilty by the jury of a most serious offence, and there was no extenuating circumstance connected with the case.

down to commit the robbery at the house of the complainant for which he was found guilty this morning. He was to be imprisoned with hard labour for 5 years and receive 20 strokes with the birch within the first week of the imprisonment. As regards the second robbery he would only give him one year, to run consecutively with the others, as he would take into consideration that the robberies had been committed soon after each other.

PROBATES AND ADMINISTRATIONS IN 1898.

The following is the calendar of probates and administrations granted by the Supreme Court of Hongkong during 1898, exclusive of Chinese estates under $1,000:—

Name of Testator or Intestate.	Value sworn under.
Adelino Eulalio Allemão	$ 300
Lau Fu Shun	4,800
John David Humphreys	426,000
James Anthony Sampson	500
Charles St. George Cleverly	160,400
Li Chit otherwise Li King Chuen	297,000
Chow A Chung otherwise Sun Chong	14,000
Tsang Mow otherwise Chang Mow	5,000
Lee Ah Sun alias Li U Nam alias Li Fun	3,000
Li Chan Shi	1,200
William Henderson McKenzie	124,800
Wong Shek Chuen	8,600
Pierri Francois Louis Frederic Koch	12,000
Edmund Sharp	1,153,300
Chen A Teak	2,000
William Waddilove	10,100
Tong Mow Chee	27,400
W. E. White	200
Lorenz Poesnecker	50,700
Kwan Shing	8,000
Ip Cheong Chiu	2,600
John Odell	6,030
Ngan Mah alias Ngan Man Tin	8,600
Edward Rose	500
William de St. Croix	3,100
Alfred Feltham	1,400
Share Singh	200
Wong Po	5,300
Leung Wai Hing otherwise known as Leung Mi You other otherwise known as Leung Yew Steung	30,300
Lawford Rhodes James	2,800
Camille Marie Clement Imbault Huart	2,900
Wan Yuk	6,200
Charles Turner Garnie	15,082
Chong Oi Tong	1,000
Emilio Zeller	1,900
Ida Brockelmann	31,000
Tang Chow Chung	3,000
Sham A Kow	5,400
Kwok Ku Fui	1,600
Kwok Mui	4,300
Ho Yunk Kiu	4,000
Leung Kam alias Leung Yuen Kum	4,000
Elizabeth Frances Higgins	8,400
Karsanji Pitamber	200
Enfrozina Esmeralda do Rozario	7,065
Leonardo Francisco Collaco	400
Cora Augusta Rand Droppers	1,400
Tsang Yat Sing	7,000
Herman Iwersen	600
Jawalla Sing	500
Antonio Joaquim de Mederio	4,600
Jes. Jessen	200
James Lucien Prosser	2,500
Wong Oi Chau	127,200
Ninian Crawford	82,347
Catherine Marion Deacon	17,000
Margaret Johnstone or Torbet	1,128
Ip Tuk Sin	1,000
Chung Sz Yueng otherwise Chung Shi Yung	20,500
John Carl Ludwig Rouch	5,000
Li Hung	1,000
Cheong A Hon	8,000
Maria Isabel d'Oliveira	3,500
Tsai Mi Ki	1,100
William Henry Dixon	350
Chiu Chi Yeung	2,900
Eulalia Rufina Pinheiro	700
Shiu Wa Iu alias Shiu Wa Siu	13,700
Wong Ngo Chuen	4,600
Yeong A Tim	4,900
Jewan Khan	100
Mok Chong Po	39,900
Emma Gertrude Ireland	1,200
Joao de Matta Oziro	1,500
Francisco Xavier de Jesus	300
Chua Po Shim	2,000
Hormasji-Rustamji Davar	800
George Wright	300
William Stanley Stanley-Adams	318,718
Moritz Baar	1,062
Wong Ng Leung alias Wong Mun	4,000
Tsang Kun Kiu	4,000
Laurent Roustan otherwise Firmin Henry Laurent Roustan	48,900
William McClure	400
Thomas Baxter Powell	2,000
James Allen	400
Budda Singh alias Bhuda Singh	200
Ng Man alias Ng Sui Wan	1,600
Demetria D'Araujoe Silva	5,000
Delphine Mountfort alias Olga de Ruvigne	1,800
Wilford Christy	515
John Robertson	200
Thomas C. Thorp	100
Foo Fung Shi, alias Fung Shi	7,800
William Gauld	2,000
Cheang Yan	2,000
Leung Fung Hin	8,600
Siu Yut Kai alias Ming Hing	16,000
Cheng Yee Kan alias Cheng Yik King alias Cheng Wai Hing	1,000
Guadalupe Rocha y de Icaza	1,600
Maria Eliza d. Encarnaco	1,500
Yeung Mui	2,000
Tong Soy Che	334,600
Ng A Wei	—
Cheung To Tsun	2,000
Joao Antonia da Luz	5,000
Bhugwan Dos Bogla Rai Bahadur	200
Alexander Stopani	5,400
Wilhelm Matheson	5
Werher Krohn	18,300
George Felix Muller	52,000
Hu Sing Nam	2,000
Andreas Jensen Wilgaard	6,600
William Burrowes Russell	400

THE PLAGUE.

Cases reported to 10th instant	1,391
Do. do. during past 24 hours	2
Total	1,393
Deaths reported to 19th instant	1,333
Do. do. during past 24 hours	2
Total	1,335
Cases reported to 20th instant	1,393
Do. do. during past 24 hours	2
Total	1,395
Deaths reported to 20th instant	1,335
Do. do. during past 24 hours	2
Total	1,337

VICTORIA BATHING CLUB.

On Saturday last another of those pleasing entertainments took place, which shows that the Colony must be in a prosperous condition and that things in general are much better than they were a few years ago. At the invitation of Mr. F. D. Setna, the president of the V.B.C., a number of the members and some friends, including some ladies, sat down to dinner at the boat-house, which had been elaborately decorated by the Secretary with Japanese lanterns, bunting and flags, with several large lamps in the centre, altogether forming a very pleasing picture.

Thirty-four sat down to dinner, and after the good things had been washed down Mr. Setna rose to propose the toast of the evening, "The V. B. C. and its members. He said that the Club at the present time was only in its infancy, but at the rate it was progressing it would not be long before it arrived at its manhood. He was very pleased to see the list of members swelling, and he hoped it would continue to do so. He was sure that the committee and the secretary would do all in their power to make the club a success. Although only started as a bathing club, it now included a boathouse and a number of first-class boats, also a gymnasium, and it was proposed, if it were possible, to add to it the charms of a tennis-court. He was glad to see so many of the members present, but he hoped on the next social gathering to see many more, not only old but new faces amongst them. He then proposed the toast of the evening, the V.B.C. and its success.

After the toast had been drunk and glasses re-charged, Mr. G. Edwards, the Secretary, rose to respond. He said, like the president, he was very glad to see the club in such a prosperous condition—he would remind the members present that they only started on a very small scale, but were now on a firm and sure footing and, with the assistance of the members he did not see any reason why they should not double the list before the next bathing season. After the toast of the President and committee having been drank, the President proposed the health and long life to all the ladies present, the Secretary interrupting with "not forgetting the First Lady in the land, our Gracious Majesty Queen Victoria." The company boarded the launch at 11.30, and returned to Hongkong, having spent a very pleasant evening. (*Communicated*).

JACK ASHORE.

Some people's ideas of a jolly time are peculiar—decidedly peculiar—and though the sailor was *awarded*, 14 days I.D. A. for his spree, he still maintained that it was worth it, and the latter part of the episode, which we will relate, worth the "blooming lot."

It appears he had been making merry with some chums, and, on parting, had gone down to the Praya East to get a sampan. Being philosophically inebriated he came to the conclusion it would be better to sleep on shore and go aboard in the morning. Not knowing Hongkong, he contentedly took off his boots, laid them carefully beside him, mounted the praya wall and peacefully slumbered. Some gentlemen noticing his precarious position rolled him off the wall on to the ground and left him comfortably asleep. A military picquet found him and routed him out of it. In his muddled state he wandered into an adjacent building, found a long chair in the hall and went off to sleep again, this time minus his hat and boots.

Next morning the good lady of the house, was rather frightened at seeing a stranger in the hall, but seeing it was only a sailor, gave him some breakfast and offered him money for a sampan which, however, was refused.

The sailor then went on to the pier, and, having come of a thrifty family, determined to swim to the ship, lying, we believe, at present in Kowloon docks. Fortunately for him, some people standing on an adjacent verandah watched him swimming and noticed when he had gone about a quarter of a mile that he was becoming exhausted, and so went down hurriedly and secured a boat with which to save him. Eventually he was hauled out of the harbour, more dead than alive, and handed over to the Naval Yard Police to be put aboard his ship, with the result as already stated, and we afterwards heard him tell a convivial chum that he might "bet his boots" he did have a jolly time.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE BITER BIT.

To the Editor of the "Hongkong Telegraph."

Dear Sir,—I read with interest "Fairplay's" letter, in your Saturday's issue, concerning a night soil affair, in which the Chief Inspector of Nuisances adopted the attitude of advocate, on behalf of a coolie, who had seriously infringed the Sanitary Regulations. The writer in question is apparently deplorably misinformed (or insufficiently informed) in this matter. As public interest is generally inseparable from an affair which concerns its welfare, it would not be amiss to give a brief outline of the facts of this case. Be it understood, therefore, that I am actuated solely by a spirit of public interest, being in the same category as "Fairplay."

Now to the facts:—For the convenience of the boarders in Mrs. Mather's boarding establishment, in Pedder's Hill (the Chief Inspector of Nuisances is one of the boarders) ordered the night soil coolie to remove the matter from all the houses, connected with said establishment about 9.30 every evening. The buckets were taken to a corner of the yard where contents were deposited in a larger one. Unfortunately, it appears that only the interest of the boarding establishment was studied, to the detriment of neighbouring residents. It is unnecessary to detail the doings of the coolie subsequently. Suffice it to say that the bucket very often remained uncovered for half an hour, which was justly considered as a nuisance by a neighbour under whose window all this took place. There is not the slightest doubt that the Inspector of Nuisances in question was aware of the process. Detectives were engaged by the aggrieved neighbour and the coolie was caught red-handed at his objectionable nocturnal employment.

"Fairplay" asks "Is it not altogether a new idea that a Sanitary Inspector should issue an order contrary to the Ordinance?" This question was, happily, disposed of by the Magistrate, who considered that the matter complained of constituted a nuisance and fined the coolie $5. It should be borne in mind that it was the Chief Sanitary Inspector who ordered the coolie to commit the nuisance. He appeared as advocate for the coolie at the Magistracy but was unsuccessful.

O tempora! O mores! A sanitary inspector brought out from home, at the public's expense, and paid by the public, orders a coolie, to commit a nuisance. This is surely a case of the biter bit. *Publicum bonum privato est præferendum.*

Thanking you in anticipation for the necessary space,

Yours faithfully,

PRO BONO PUBLICO.

Hongkong, August 20th, 1899.

OVERCROWDING.

To the Editor of the "Hongkong Telegraph."

Sir,—While thanking you for the insertion of my last letter, I must own to feeling "indignant" at the way some people have of thinking that to abuse the landlord is the right way to remedy overcrowding.

Concerning the pursuit of the nimble dollar, I have always understood that the British were a far-seeing race, not forgetting that the eager pursuit, as alleged by you, would only entail more trouble in the future. It is only by understanding difficulties and grappling with them, that they can be overcome, certainly not by abusing the very class of people to whom the future welfare of the Colony is of the greatest interest.

I am, etc.,

PEDESTRIAN.

Hongkong, August 21st, 1899.

WANTED MUSIC.

To the Editor of the "Hongkong Telegraph."

Dear Sir,—I must thank Capt. Bancroft for his courteous reply to my letter of 18th, inst. and, acting upon his suggestion, I beg to offer the following list, an occasional selection" from which would, I believe, be greatly enjoyed by the musically inclined.

"Rubbish" is perhaps rather too strong a term to apply to the pieces played by the R. W. F. Band, so I withdraw the expression, and merely say that the pieces usually played are hardly the kind which appeal to taste of the general public; but the way they are played is above criticism.

Many of the following are old, but I venture to think the majority of them are always welcomed:—

"The Mikado."
"The Gondoliers."
"Patience."
"The Pirates of Penzance."
"Pinafore."
"Maritana."
"Le Cloches de Corneville."
"Erminie."
"La Mascotte."
"Amorita."
"A Gaiety Girl."
"The Shop-girl."
"An Artist's Model."
"The Geisha."
"Dorothy."
"Falka."
"Il Trovatore."
"Norma."
"Faust."

Thanking you for inserting this,

I am,

Yours faithfully,

NIL DESPERERDUM.

Hongkong, August 21st, 1899.

THE SUPPRESSION OF PIRACY IN THE KWANG PROVINCES.

To the Editor of the "Hongkong Telegraph."

Sir,—It has occurred to me that, in view of the increase of piracy on the West River and in the Canton Delta and the serious effect this shocking lawlessness has had and continues to have on the trade between this Colony and the West River ports, that you may be disposed to give publicity to a suggestion making for the prompt punishment and suppression of the marauders.

It is proposed by the Chamber of Commerce in its dispatch to the London Chamber and to Her Majesty's *Chargé d'Affaires* in Peking that British gunboats and armed launches should be commissioned for special duty on the West River and it is contended that no time should be lost in giving effect to the proposal.

As far as I can judge, and I've been many years resident in the Colony, we have here ready at hand the means for *now* making things hot for the pirates. Are there not several small torpedo-boats lying idle in the Torpedo Depôt at Kowloon? Are there not many launches in Hongkong that could be bought instanter and be fitted up as useful cruisers in a few days? Are there not any number of fishing junks (which sail like witches, as sailors put it) here and at Macao that could be bought and used as "decoys" for the pirates? Is it not possible to at once appoint a naval officer, specially fitted for the arduous and dangerous duty, to the supreme command of the forces that now exist, and may soon be added thereto, for the suppression of piracy, the officer to be attached to the Canton Consulate for a while and be there assisted in every way possible to obtain much information respecting the whole *modus operandi* of the pirates, their lairs, their system of shying and so forth? The answer to these questions should, I take it, be in the affirmative. It is quite unnecessary to defer a crusade against piracy until gunboats are sent out in sections and hastily put together here. A few torpedo-boats, a few launches, a few "decoys," a few well-paid informers and spies and a few specially-selected crews of British bluejackets would soon have an appreciable effect on the ranks of the cowardly ruffians who, by bribery, cruelty and startling effrontery have succeeded in creating a "reign of terror" and are able to defy the native authorities, who have neither the will nor the power to preserve order in the Two Kwangs. Given the men and the money requisite, I submit that any naval officer appointed to the post would in a few weeks strike terror into the hearts of the lawless gangs that infest the waterways of the neighbouring provinces.

I would suggest, further, that in respect of any steps the British Government takes, efforts should be made to keep the Canton authorities absolutely in the dark. The Chinese authorities have failed to preserve law and order on waterways opened to foreign trade under duly ratified conventions. They connive at the embarrassment of the well-hated foreigner. They have much to gain and nothing to lose (according to their way of reasoning) by reason of the lawlessness that prevails. They have a strong objection to the abolition of the "squeezing" Lekin stations that abound in the provinces because the Lekin revenue is farmed out and hundreds and thousands of officials and their underlings wax fat on the takings at these stations and on the hauls which their official status enables them to make by means of a system of blackmail which fairly beggars description. No useful assistance, no reliable information, no trustworthy co-operation can be looked for from the Chinese authorities. The British authorities must play a "lone hand" *in this game. If not, the whole thing will end* in a fiasco.

Have the British Government right and justification for an invasion of the waterways of the kind indicated as necessary? *Certainly*, It is laid down in the Tientsin Treaty of 1858, Art 52 and 53 as follows:—

Art. 51. British ships of war coming for no hostile purpose, *or being engaged in the pursuit of pirates*, shall be at liberty to visit all ports within the dominions of the Emperor of China, and shall receive every facility for the purchase of provisions, procuring water, and, if occasion require, for the making of repairs. The Commanders of such ships shall hold intercourse with the Chinese authorities on terms of equality and courtesy.

Art. 52. In consideration of the injury sustained by native and foreign commerce from the prevalence of piracy in the seas of China, the high contracting parties agree to concert measures for its suppression.

It is clear, then, from Art. 52 that British gunboats and warships of all kinds can cruise on the West river, and in the Delta, and can pursue pirates wherever they see fit. No special permission is required, and it is unnecessary to seek the co-operation of such a treacherous, corrupt and impotent ally as the Viceroy's underlings would be. Art. 53 was introduced in the treaty to meet the requirements of trade as then (1858) conducted at a few coast ports and at Whampoa on the Canton or Pearl River. The work of suppression of piracy chiefly devolved upon British warships. They fought pitched battles with large fleets of piratical craft, which were ultimately destroyed, and put down piracy in a very few years. What was done by British sailors in the fifties can be accomplished by them to-day and as there is now much reason and justification for a crusade the sooner the task is taken in hand the better will it be for the credit of the "paramount power" and for the great commercial interests which Her Majesty's ships are out here to protect.

Your faithfully,

MANCHESTER.

Hongkong, August 21st, 1899.

ARGONCILLO ON PHILIPPINE AFFAIRS.

The Paris edition of the *New York Herald*, of July 19th, contains the following:—

A *Herald* correspondent interviewed Senor Agencillo yesterday on the present situation in the Philippines. He said: "I have read the account in this morning's *Herald* of the difficulties of correspondents in Manila in getting their news out of the country. But I have known this for a long time. The Manila newspaper *La Oceana Espanola* was suppressed by the military authorities out there because it expressed views contrary to those of the commanding general.

"The Filipinos have still the same ideas and ambitions that they always had—viz., their independence, and they will always fight for it. From our point of view, the Americans are really beaten, since they cannot hold their own, and it will be necessary to have many more thousands of men to conquer the islands.

CENTERED ROUND THE RAILWAY.

"Look at this map which represents Luzon. The Americans took Manila and advenced on Malolos and then to San Fernando, which is now abandoned and occupied by the Filipinos. The entire campaign really centralizes about the railway line leading from Manila to Dagupan, but up to the present the Americans have only advanced as far as San Fernando.

"Towards the south of Manila the towns of Taguig, Binang, Santa Cruz, bordering on the Laguna de Bay, have been taken but then abandoned because the troops were required in the north, and because provisioning the army was difficult. All about San Fernando and Santa Cruz and the adjacent country is in a state of swamp and will continue to be so until December.

"What is the result of this campaign? Nothing, so far as the Americans are concerned. The condition of the country in Luzon is what it was before hostilities broke out with America—it is mostly in the hands of the Filipinos—except that the Spanish only hold the island of Jolo and those portions of the island of Luzon which they formerly occupied are now held by the Filipinos.

ONLY HOLD THE TOWNS.

"Besides Manila, the Americans only hold Iloilo, Cebu and Bacolor, but they do not hold the country adjacent to these towns, except in the case of Manila. This is exactly the position of the Americans, and they have been carrying on war against us, continuing the work of tyranny to subdue us as the Spanish did ever since 1886. And we are not conquered yet.

"The American army in the Philippines is really responsible for this present war, but I do not hold the American people in the United States responsible for it. The American people have been but imperfectly and badly informed by the United States officials as to the true position of affairs. The army is also responsible for the commencement of hostilities."

"But," I asked, "if the Americans are determined to continue this war to the end what will be the result?"

"WILL CONTINUE TO FIGHT."

Senor Agoncillo laughed and replied: "We shall continue to fight all the same. But, mark you, we hold you to your national promises. Here he referred to the alleged promises of independence and continued, "it is now denied that this promise was made, but President McKinley knows what the true state of affairs was and what our aspirations were. True, Admiral Dewey vanquished the Spaniards on the sea, but it was owing to the Filipinos that the Spanish were subdued on hand. Have the promises made to our people been fulfilled?

"We desire peace, but peace obtained with honour—that is the aspiration of our people. When I was at Washington I made great efforts as General Aguinaldo's delegate to arrange the affairs of our people on the most friendly basis with the American Government. I asked the President for the independence of the Filipinos, and assured him that our people would be eternally grateful to the United States,

"Again I pointed out to the President, in another Note, that it was unnecessary to send more troops to the Philippines during the armistice, as that would be interpreted as a threat by our people. I asked for an audience with the President, but all my overtures were coldly declined.

"Where, I ask the American people in the name of the Filipinos, is the recognition of the independence of our country, as has been promised us? It would be more honourable for the Americans to declare our independence than to continue as they are doing. What the American Constitution says applies equally to us—viz., that no people ought to be governed without the consent of that people.

"It may be said that to withdrew your troops and declare our independence would be against the "amour propre" of the American people—but in that case it would be only a false 'amour propre.'

"Have you any proposition to make which would open the way for peace?" I asked.

"If I had," was the answer, "it would be made to the Government at Washington, and not to the people at large through the intervention of a newspaper. If the United States Government desires to arrange matters with the Filipinos, I shall be happy to do all I can to promote a good understanding towards the establishment of peace."

SHIPPING REPORTS.

Captain Baker, of the steamship *Indralema*, from Amoy, reports:—Moderate southerly to light N.E. winds and fine clear weather.

Captain Webb, of the steamship *Cheang Chew*, from Penang, reports:—First part to 15° North, S.W. winds and fine weather, thence to port N.E. and East winds with passing squalls of rain during daytime but fine and clear at night.

Captain F. W. Joslin, of the steamship *Kong Beng*, from Saigon, reports:—Voyage began with light S.W. wind, fine clear weather and smooth sea, to light variable wind and calm. Last day moderate to fresh easterly to E.N.E. wind, moderate sea and cloudy weather to arrival.

Captain J. Douglas, of the steamship *Formosa*, from Amoy and Tamsui, reports:—Tamsui to Amoy moderate to fresh S.W. breeze, weather fine and clear. Amoy to Hongkong light S.W. breeze, weather fine and clear. Vessels at Tamsui on the 18th inst.:—*Tamsui Maru*. At Amoy on the 20th:—*Chefoo, Wenchow, Amoy*, and *Nanyang*.

NOTANDA.

CALENDAR.

AUGUST.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.755
Thermometer	81.0
Humidity	83
Rainfall	13.482

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.73	29.65
Temperature	85	87
Humidity	67	70
Rainfall	—	—

TO-DAY.

Monday, 21st August, 1899.

Chinese—*16th of 7th moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... 5*hr.* 39*min.*
Sets ..... 6*hr.* 26*min.*
Moon—*In Perigee 5hr. a.m.*
Moon—*Full Moon 0hr. 22 p.m.*
High water—*Morning* ..... 8*hr.* 21*min.*
Afternoon ..... 9*hr.* 35*min.*
Low water—*Morning* ..... 1*hr.* 48*min.*
Afternoon ..... 3*hr.* 16*min.*

ANNIVERSARIES.

1808—Battle of Vimiera.
1861—Emperor Hien Fung died.
1888—Railway between Taku and Tientsin opened for passenger traffic.
1892—Japanese steamer *Yokkaichi Maru* burnt at sea near Kobe, no lives lost.
1896—A conspiracy in the Philippines to secure their independence reported in Madrid.

TO-MORROW.

Tuesday, 22nd August, 1899.

Chinese—*17th of 7th moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... 5*hr.* 39*min.*
Sets ..... 6*hr.* 26*min.*
Moon—*In Equator 9hr. p.m.*
High water—*Morning* ..... 9*hr.* 15*min.*
Afternoon ..... 10*hr.* 6*min.*
Low water—*Morning* ..... 2*hr.* 41*min.*
Afternoon ..... 3*hr.* 57*min.*

ANNIVERSARIES.

1485—Battle of Bosworth Field.
1849—Governor Amaral (Macao) assassinated by hired Chinese.
1870—Ma Viceray of Nanking, stabbed.
1874—Seizure of steamer *Spark* by pirates between Canton and Macao.
1884—Telegraph line to Peking opened.
1897—Messrs. Barradas and Perpetuo drowned in a boating accident at Kobe.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of India*) to-morrow.
German (*Preussen*) to-morrow.
Australian (*Chingtu*) to-morrow.
American (*America Maru*) 24th inst.
Indian (*Suisang*) 24th inst.
French (*Indus*) 27th inst.
Australian (*Taiyuan*) 28th inst.
American (*City of Peking*) 2nd prox.
American (*Gaelic*) 6th prox.
American (*Hongkong Maru*) 15th prox.

* * *

The N. P. S. S. Co.'s steamer *Olympia* arrived Portland Oregon on the 18th inst. from Japan and Hongkong.

* * *

The T. K. K. steamer *America Maru* with mails &c. left Shanghai for this port this morning at 9 o'clock.

* * *

The steamer *Indus* with the next French mail, left Singapore this morning at 6 o'clock for this port *via* Saigon.

* * *

The N. P. S. S. Co.'s steamer *Monmouthshire* arrived at Portland Oregon on the 18th instant from Japan and Hongkong.

* * *

The O. S. S. Co.'s steamer *Sarpedon* from Liverpool, left Singapore on 19th inst. and may be expected to arrive here on 24th inst.

* * *

The steamer *Hitachi Maru* (Europe Line) left Kobe *via* Moji for this port yesterday and is expected to arrive here on the 26th inst.

* * *

The O. & O. S. S. Co.'s *Gaelic* with mails &c. left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nasasaki and Shanghai, on the 9th instant.

* * *

The T. K. K. steamer *Hongkong Maru* with mails &c. left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	,,	,,	,,
Carlisle City	,,	,,	,,
Loosok	,,	,,	,,
Hainan	,,	,,	,,
Maidzuru Maru	,,	,,	,,
D. Juan d'Austria	,,	Cosmopolitan	,,
P. C. C. Kiao	,,	,,	,,

PASSED THE CANAL.

Outward—1st August—*Marie, Valerie, Sarpedon, Flintshire, Babelsberg.* 4th August—*Gloucester, City Indus, Suevia, Valetta, Tamba Maru.* 8th August—*Glenfarg, Pakling, Calchas, St. Irene.* 11th August—*Candia, Laos, Savoia.* 18th August—*Kawachi Maru, Tgottardo.*

Homeward—18th August—*Sarnia, Afridi, Vortigern.*

Shipping.

Arrivals.

Wingsang, British steamer, 1,517, T. W. Sellar, 20th Aug.,—Shanghai 14th August, and Swatow 19th, General,—Jardine, Matheson & Co.

Kong Beng, British steamer, 862, F. W. Joslin, 20th Aug.,—Saigon 16th August, Rice and General.—Butterfield & Swire.

Terrier, Norwegian steamer, 1,008, G. N. Kampford, 20th Aug.,—Bangkok 12th Aug., Rice and General.—Order.

Wuhu, British steamer, 1,250, Benson, 20th Aug.,—Canton 19th August, General.—Butterfield & Swire.

Deuteros, German steamer, 1,001, E. Petersen, 20th Aug.,—Saigon 16th Aug., Rice.—Siemssen & Co.

Bonaventure, H.M.S. cruiser, 4,360, R. H. J. Mongomerie, C.B., R.N., 20th Aug.,—Nagasaki 16th August.

Cheang Chew, British steamer, 1,213, Fred. Webb, 21st Aug.,—Penang 11th August, and Singapore 14th, General.—Heng Seng Cheang.

Progress, German steamer, 687, P. Brandt, 21st Aug.,—Touron 18th Aug., General.—Chinese.

Olympia, American steamer, 1,730, J. Truebridge, 21st Aug.,—Tacoma, U.S.A. 23rd July, General.—Dodwell & Co.

China, German steamer, 1,115, P. Voss, 21st Aug.,—Saigon 16th Aug., Rice.—Siemssen & Co.

Indralema, British steamer, 2,020, Geo. S. Baker, 21st Aug.,—Amoy 19th August, General.—Jardine, Matheson & Co.

Formosa, British steamer, 674, J. Douglas, 21st Aug.,—Tamsui 18th Aug., and Amoy 20th, General.—Douglas, Lapmik & Co.

Clearances at the Harbour Office.

Samshui, British steam-launch, for Wuchow.
Hermes, Norwegian str., for Chefoo.
Haimun, British str., for Swatow.
Dosing, American str., for Wuchow.
Diamante, British str., for Manila.
Wuhu, British str., for Shanghai.
Indralema, British str., for Singapore.
Kongmun, British str., for Canton.
Kwai Lun, British steam-launch, for Macao.
Hating, French str., for Hoihow.

Departures.

Aug. 20, *Hongkong*, French str., for Hoihow.
Aug. 20, *Tientsin*, British str., for Hakodate.
Aug. 20, *Benledi*, British str., for Saigon.
Aug. 20, *Lyeemoon*, German str., for Shanghai.
Aug. 21, *Cowrie*, British str., for Rangoon.
Aug. 21, *Taicheong*, German str., for Swatow.
Aug. 21, *Haimun*, British str., for Swatow.
Aug. 21, *Maidzuru Maru*, Japanese str., for Swatow.
Aug. 21, *Diamante*, British str., for Manila.
Aug. 21, *Hermes*, Norwegian str., for Chefoo.
Aug. 21, *Wuhu*, British str., for Shanghai.
Aug. 21, *Wingsang*, British str., for Canton.

Passengers—Arrived.

Per *Deuteros*, from Saigon—146 Chinese.
Per *Terrier*, from Bangkok—Mr. Taylor.
Per *Kong Beng*, from Saigon—71 Chinese.
Per *Wingsang*, from Shanghai, &c.—Mr. Heyhim, and 30 Chinese.
Per *Olympia*, from Tacoma—2 Chinese.
Per *Progress*, from Touron—94 Chinese.
Per *Cheang Chew*, from Penang, &c.—597 Chinese and 8 Japanese.

Departed.

Per *Rosetta*, from Hongkong for Nagasaki—Messrs. F. Lake and E. Randle.
Per *Manila*, from Hongkong for London—Mr. Charles H. Kent, and 32 Military Invalids.
Per *Bengal*, for Shanghai from Hongkong—Messrs. R. W. Mansfield, J. R. Borgia, Jacquard, J. W. Morgan, C. Hardy, Dr. F. A. Hardy, and Mr. F. C. Adie. From London—Messrs. R. C. Muhlbock, Koot, Mrs. W. J. Andrew, and Mr. Hillier. From Brindisi—Messrs. R. E. Dearberg and P. P. Dease. From Adelaide—Mr. F. Kitching. From Bombay—Messrs. Digaria and A. E. Moses. From Singapore—Mr. E. V. Kellett.
Per *Parramatta*, from Hongkong for Singapore—Messrs. Baptista, Cardoro, M. Catanova, G. Mariscal, G. Mingues, Patter, H. Gonznles, Z. Zizarrage, Capt. and Mrs. T. Carlyle. For London—Foreman W. Pryor, Messrs. Goster, A. Stevenson, and Miss Filmer. From Yokohama for Marseilles—Mr. A. Carrodi. From Shanghai for Colombo—Capt. and Mrs. Mockler, 2 children and nurse. For Marseilles—Mr. H. Collbran. For London—Mr. H. Scott.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Empress of India	Shanghai	To-morrow
Preussen	Singapore	To-morrow
Chingtu	Manila	To-morrow
Kasuga Maru	Nagasaki	To-morrow
Bellerophon	Singapore	Aug. 23rd
America Maru	Shanghai	Aug. 24th
Suisang	Singapore	Aug. 24th
Sarpedon	Singapore	Aug. 24th
Futami Maru	Thursday Id.	Aug. 24th
Menelaus	Shanghai	Aug. 26th
Indus	Singapore	Aug. 27th
Miroshima Maru	Bombay	Aug. 28th
Taiyuan	Port Darwin	Aug. 28th
Singapore	Bombay	Aug. 30th
City of Peking	San Francisco	Sept. 2nd
Gaelic	San Francisco	Sept. 9th
Hongkong Maru	San Francisco	Sept. 15th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Alesia	Havre, &c.	Sept. 10th
America Maru	San Francisco, &c.	Aug. 29th
Australian	Sydney, &c.	Sept. 1st
Bayern	Straits, &c.	Nov. 8th
Belgian King	San Diego, &c.	Oct. 15th
Bombay	London	Aug. 24th
Candia	Japan	Sept. 13th
Carmarthenshire	San Diego, &c.	Nov. 15th
Challenger	New York	Qk. desp.
Chelydra	Singapore	Aug. 24th
China	San Francisco, &c.	Oct. 3rd
Chingtu	Foochow	Sept. 5th
Chingwo	Marseilles, &c.	Sept. 5th
Chusan	London, &c.	Sept. 2nd
City of Peking	San Francisco, &c.	Sept. 7th
City of Rio	San Francisco, &c.	Oct. 27th
Columbia	Portland, &c.	Sept. 23rd
Coptic	San Francisco, &c.	Aug. 22nd
Doric	San Francisco, &c.	Oct. 10th
Emp. China	Vancouver, &c.	Oct. 25th
Emp. India	,,	Aug. 30th
Emp. Japan	,,	Sept. 27th
Formosa	London	Sept. 7th
Futami Maru	Japan	Aug. 26th
Gaelic	San Francisco, &c.	Sept. 16th
Ghazee	New York, &c.	Aug. 25th
Glenogle	Victoria, B.C.	Oct. 17th
Hakusan Maru	Vladivostock, &c.	Aug. 31st
Hiroshima Maru	Kobe & Yokohama	Sept. 1st
Hitachi Maru	Marseilles, &c.	Aug. 27th
Hohenzollern	Japan	Aug. 23rd
Hongkong Maru	San Francisco, &c.	Sept. 23rd
Idzumi Maru	Victoria, B.C.	Aug. 24th
Kansu	Chefoo, &c.	Aug. 23rd
Kasuga Maru	Thursday Is., &c.	Aug. 25th
König Albert	Straits, &c.	Dec. 13th
Maidzuru Maru	Swatow, &c.	Aug. 21st
Menelaus	London, &c.	Aug. 26th
Miike Maru	Bombay, &c.	Sept. 5th
Nanking	Kobe	Aug. 22nd
Nippon Maru	San Francisco, &c.	Oct. 19th
Nürnberg	Havre, &c.	Sept. 20th
Olympia	Victoria, B.C.	Sept. 2nd
Ping Suey	New York, &c.	Oct. 5th
Pisa	New York, &c.	Sept. 15th
Pizzarello	Straits, &c.	Sept. 2nd
Preussen	Straits, &c.	Sept. 13th
Prinz Heinrich	Straits, &c.	Dec. 27th
Rohilla	Japan	Sept. 2nd
Sachsen	Singapore, &c.	Oct. 11th
Savoia	Havre, &c.	Oct. 15th
Singapore	Straits, &c.	Sept. 2nd
Stentor	London, &c.	Sept. 5th
Suevia	Havre, &c.	Oct. 5th
Tacoma	Victoria, B.C.	Aug. 27th
Tamsui Maru	Swatow, &c.	Aug. 27th
Thyria	San Diego, &c.	Sept. 13th
Valetta	Shanghai	Sept. 7th
Victoria	Victoria, B.C.	Sept. 6th
Wakasa Maru	Marseilles, &c.	Sept. 27th

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*Idzumi Maru ..... M. J. Curnow.....	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe and Yokohama.	Thursday, 24th August, at 4 P.M.
Kasuga Maru..... E. W. Haswell.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	Friday, 25th August, at 4 P.M.
Futami Maru..... C. Hillcoat	NAGASAKI, KOBE and YOKOHAMA	Saturday, 26th August, at 4 P.M.
Hitachi Maru ..... J. B. Murray	MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo and Port Said.....	Sunday, 27th August, at .....
Hakuai Maru ..... M. Nishimura	VLADIVOSTOCK, via Swatow, Amoy, Shanghai, Wei-hai-wei, Chefoo, Chemulpo & Nagasaki	Thursday, 31st August, at Noon.
Hiroshima Maru..... S. Yoshizawa	KOBE and YOKOHAMA	Friday, 1st September, at 4 P.M.
Miike Maru ..... S. Kawamuro	BOMBAY, via SINGAPORE and COLOMBO	Tuesday, 5th September, at Noon.
Wakasa Maru ..... J. B. Macmillan	MARSEILLES, LONDON, and ANTWERP, via Singapore; Penang, Colombo & Port Said)	Thursday, 7th September, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 17th August, 1899. [6

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA,
(Direct without Transhipment).
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO,
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*SINGAPORE..... Pizzarello ..... 2nd September.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO.,
Agents.

731a]

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898. [1399

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a CURE for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

JUST LANDED.

HASTING'S and NEPHEW'S BEST YORK-CUT HAMS.
Also
FRESH AUSTRALIAN BACON, VERY MODERATE PRICE.
H. RUTTONJEE,
13 & 15, D'Aguilar Street,
Hongkong, and
21 & 22, Elgin Road, Kowloon.
Hongkong, 3rd June, 1899. [750a

SERRAVALLO'S

FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OF

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.
Hongkong, 1st September, 1896. [17

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42

CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896. [19

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPY GLASSES.
Nos. 54 & 56, Queen's Road Central. [46

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R.....WEDNESDAY, 27th Sept., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street

Hongkong, 9th August, 1899. [3

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 29th Aug., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 23rd Sept., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 19th Oct., at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 7th August, 1899. [1310

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION, WEAK STOMACH,
IMPAIRED DIGESTION, DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES HALL, 66, Queen's Road Central, Hongkong.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia...	2,837	J. Truebridge...	Sept. 2.
Victoria...	3,502	J. Panton.....	Sept. 12.
Glenogle...	3,750	R. D. Jones.....	Oct. 17.
Tacoma ...	2,811	R. Dixon.....	Oct. 21.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia	2,976	Dobson....	Sept. 23.
Monmouthshire	2,874	W.A. Evans	Oct. 7.
Lennox	3,677	Williamson	Nov. 4.

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.
Hongkong, 17th August, 1899. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 19th August, 1899. [5

FOR NEW YORK.

THE S/S A. L. I.-American Ship

"CHALLENGER,"

shortly expected from MANILA, will load here for the above port and will have quick despatch.

For Freight, apply to
ARNHOLD KARBERG & Co.
July, 1899. [1142

Mails.

NORDDEUTSCHER LLOYD. (*Freight Service.*) **HAMBURG-AMERIKA LINIE.** (*East Asiatic Service.*)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ALESIA..... Knuth	HAVRE and HAMBURG. (London with transhipment in Hamburg)	About 10th September.	Freight.
NURNBERG ..... v. Binzer.....	HAVRE and HAMBURG. (London with transhipment in Hamburg)	About 20th September.	Freight.
SUEVIA ..... Förck	HAVRE and HAMBURG. (London with transhipment in Hamburg)	About 5th October.	Freight.
*SAVOIA ..... Jäger	HAVRE and HAMBURG. (London with transhipment in Hamburg)	About 15th October.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.
981]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 7th Sept., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 3rd October, at Noon.
City of Rio de Janiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Friday, 27th October, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th August, 1899. [

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU

Taking Cargo and Passengers to Japan Ports and HONOLULU. The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra.....	3,406	about	Sept. 15
Belgian King ...	3,379	about	Oct. 16
Carmarthenshire	2,929	about	Nov. 15

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO *via* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th August, 1899. [

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Tuesday, 22nd Aug., at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 16th Sept. at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 10th October, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, *via* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 22nd August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 26th July, 1899. [2

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Preussen.....	Wednesday	13th Sept.
Sachsen	Wednesday	11th Oct.
Bayern.....	Wednesday	8th Nov.
König Albert....	Wednesday	13th Dec.
Prinz Heinrich	Wednesday	27th Dec.
Preussen.....	Wednesday	10th Jan.
Karlsruhe.....	Wednesday	24th Jan.
Sachsen.....	Wednesday	7th Feb.
Hamburg.....	Wednesday	21st Feb.
Bayern.....	Wednesday	7th Mar.

ON WEDNESDAY, the 13th day of Sept., 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heinze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be issued till NOON on MONDAY, the 11th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 12th September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 12th September. Goldmark Packages are required. No Parcel Receipts will be signed for less than $2.50, and parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has Hydraulic Accommodation and carries a Doctor and Stewardess.

Further particulars as to Freight and Passage can be obtained on board.

CARLOWITZ & Co.,
Agents.
Hongkong, 7th August, 1899. [

DEATH OF MONSEIGNEUR SIMON.

In less than twelve months, says the *N. C. D. News* of 12th inst, the Roman Catholic Mission in Kiangnan is for the second time deprived of its Bishop. The 14th of August will be the first anniversary of the death of his Lordship Mgr. Valentine Garnier. His successor, Mgr. J. B. Simon, had only lately received the Episcopal Consecration, on the 25th of June last. Our readers will remember that, as a mark of esteem, the Consular Body as well as the local authorities attended at the beautiful ceremony of his installation, in the Church of Tungkadoo. *Ad multos annos* was then the wish of all. Not fifty days have elapsed, and the new prelate has been called to a happier land. His death occurred almost suddenly on the 10th of August, at 9.50 p.m., at the R. C. Church, Wuhu. Mgr. Simon was born on the 20th of December, 1846, entered the Society of Jesus on the 25th of August, 1868, and arrived in the Mission here on the 18th of October 1886. His remains will be interred at Wuhu. A requiem Mass will be held at St. Joseph's Church here on a date to be announced. The flags on the French Consulate-General, the French mail steamer, Municipal buildings, etc., were half-masted yesterday out of respect to the deceased. The late bishop, who was a native of Nantes, only left Shanghai for Wuhu on Sunday last, and was then apparently in good health. The telegrams announcing his illness and his death arrived here within a quarter of an hour of each other.

THE TRANSVAAL NEGOTIATIONS.

We cannot honestly say that we think this Transvaal business has been altogether well managed. It was necessary, as we understand the position of the Government, to restore the ascendancy of British power in South Africa, now threatened by the continual small defiances of the Burgher State. That is a considerable political object, and one which, supposing the Colonial Office to have accurate information, might justify a war of the second class. We fought the Soudanese War for an object not more considerable or more definite. It was also necessary to remove the grievances of the British in the Transvaal, which offended the national pride, and created throughout South Africa perpetual unrest, besides continuing and exacerbating a troublesome racial quarrel. That removal also might, if the grievances were serious and were proved—as appears to be the case—justify, after patient effort in remonstrance, a declaration of war. In selecting the concession of the franchise, however, as their method of securing these ends, Sir A. Milner and Mr. Chamberlain have, we fear, made a mistake. It is most unusual to order even a subordinate State to change its constitution—so unusual that it is easy to represent the demand as oppressive. It is true that in the circumstances of the Transvaal the demand if conceded in the spirit in which it is pressed, would remedy in a simple way all the evils complained of, but then it would do so much more that it raised a suspicion of our good faith. Englishmen do not love any flag but their own, and once in possession of the franchise, they could have authorised the importation of arms, and have become the practical, as well as legal, masters of the country. This is not disputed by either side, while it is plainly, or even rudely, asserted by President Kruger. Such a demand was sure to provoke resistance, while it was open to this further objection, that it allowed the Boers to chaffer, and appear to yield without yielding, while it made it most difficult to obtain guarantees for their good faith. The Boers, it must be remembered, under the guidance of Mr. Kruger are not a simple people by any means, but a very cunning people, who know how to negotiate and to take advantage of any loophole left in a written agreement. Negotiating with an American lawyer is easy work compared to negotiating with Mr. Kruger. It was to be expected, therefore, that the scene which is now happening would occur. The Boers are very reluctantly making concessions which, even if accepted, would settle nothing. The franchises granted would not for seven years make the Outlanders strong enough to redress their own grievances by legal means, and during all that time the grievances might, and the unrest of South Africa would, continue. The paramount position of the British Government is in no way reaffirmed, and nothing is solidified, for there is no proof that the Boer majority in the local Parliament might not so alter the consitution as to take away from the British the advantage they had gained. They might, for example, in the first year of the new Convention, elect a President for life, and practically make him master of the Republic. There must be guarantees, but what guarantees can there be which would be really effective? We can think of none except the arming of the Outlanders, which the Boers, declaring it to be an invitation to civil war, would refuse to grant. The negotiations must therefore fail, leaving behind them two consequences, one an increased bitterness of racial feeling, and the other an impression among a great number of Englishmen that their Government in refusing to accept concessions have placed themselves in the wrong. That impression is the very one upon which the Boers rely, with this much of justice, that Englishmen when going to war like to have a perfectly clear case and to be united. They will sometimes fight dark peoples on ill-understood or uncertain grounds, but that is because the conquest of dark peoples seems to them always so beneficial to those peoples, and to the world that the grounds of quarrel do not greatly matter. With white people they prefer to be sure that they have a good plea, and that the enemy's case is not good enough to make half of themselves doubtful about the righteousness of going to war. We cannot believe that negotiations which have produced results so unsatisfactory, and have besides so greatly divided our own people can be pronounced well managed.

But it may be said, where was the alternative? What demand could be framed that would not be open to the same objections? We are not bound to answer that question, negotiation being the business of her Majesty's Government; but we should, we think, have asked only that oppressed British subjects should have redress, *and have left the method* of that redress and the guarantees for it to the Boers to suggest. If their plan was satisfactory we should have accepted it, and if otherwise have practically blockaded the Transvaal, refusing the Boers permission to import or export anything except with a British permit. The Transvaal is only an enclave in the British dominion, not a State with neighbours. If the Boers had retaliated by seizing British property or British subjects, there would have been clear grounds for a military occupation of the Transvaal, which a united public opinion would at once have demanded. This, however, is only a suggestion offered in passing, our serious point being that we should have left remedies to the Boers, and thus have retained possession of the full right to declare any proposed scheme insufficient or unsatisfactory, and to insist, if need be, through war upon better arrangements. And as we shall appear to the world to demand the right to make laws for the independent Government of the State, we should have insisted on the right of those who

Whether there is to be war, or not we do not know, but before it is declared we think the control of negotiations should be transferred to the Foreign Office, to which, if the Transvaal is in anyway independent, they properly belong. Lord Salisbury, besides being a much abler diplomatist than Mr. Chamberlain, has not engaged his *Amour Propre* in this struggle, and has not excited among the Dutchmen of Cape Colony any distrust of his impartiality as a ruler. Moreover, the British people, who know by experience that he does not desire war, and at the same time does not shrink from it, will be ready to accept his verdict, and if he declares war unavoidable, to submit to the necessary sacrifices. Mr. Chamberlain is not distrusted, but there is a feeling abroad that he is so bound up with the cause of expansion in Africa, and has been so exasperated by the course of the negotiations, which have no doubt been most exasperating, the Boers throughout assuming the completeness of an untenable position, that it is impossible for him to be either as cool or as patient as the situation requires. Lord Salisbury would make no public threats, would publish nothing until negotiations were finished—unless he meant by publication to signify that no retreat was possible to him—and would probably astonish the world at last by the completeness of his victory. At all events, if this is impossible he will, we trust, before action is taken or an ultimatum sent, give the country the benefit of his personal opinion, and the reasons which make it seem to him imperative to run a considerable risk of exciting civil war in a colony of the Queen rather than go on waiting for an inevitable ultimate result. Those reasons may be as unanswerable as the majority in Parliament appears inclined to believe; but if only for the sake of producing unity of opinion the time has arrived when they should be frankly and fully stated.—*Economist.*

MORE BY THE MAIL.

(From Home Papers.)

Pope Leo Disturbed.

ROME, July 19th.

It appears that considerable damage has been caused by the earthquake shock of this afternoon.

The Pope was sleeping at his villa this afternoon when he was suddenly awakened by the shock. His Holiness was much alarmed, and hurried into the garden.

In several churches much damage has been done to the fittings and decorations.

Many persons have been injured.

Etna In Superb Eruption.

July 19th.

The night is beautifully fine and thousands of people are camping out.

The volcano Etna is in full and superb eruption. Great streams of lava are pouring out of no fewer than 14 enormous openings in the sides of the mountain.

The central crater is of prodigious dimensions, and a great column of flame is rising from the top of the volcano.

The lava streams threaten destruction to the town of Trecastagni, situated at the southern base of Mount Etna.—*Central News.*

Newsboys' Strike.

NEW YORK, July 20th.

Nemesis has come to the *World* and *Journal*, the fomenters and exploiters of the street-car strikes.

Their own newsboys have now struck, the motive being an increase in price from 6 to 7 cents. per 10 papers. The *Journal* bulletin-boards were stoned this morning, and the boys, profiting by the scarcity of police, organised demonstrations in Park-row.

They successfully stopped the distribution of the papers.

The entire affair amuses the public immensely.

The newsboys formed deputations and telegraphed to Archbishop Corrigan and Bishop Potter naming them their representatives for a board of arbitration.

The *World* and *Journal* this afternoon are offering the boys five newspapers for a cent.

New York Car Strike.

NEW YORK, July 20th, 5 p.m.

There has been little disorder in New York to-day, and what there has been was confined to Second Avenue. The police have been withdrawn from the cars, and the force lining the streets through which the tracks pass has been reduced. The strikers have appealed to the State Inspector to compel observance of the ten hour law, which they allege the company violates.

Brooklyn was quiet to-day.—*Reuter.*

New York Poison Mystery.

NEW YORK, July 20th.

Millionaire Molineux, after thwarting three grand juries, was finally to-day indicted for the murder of Mrs. Adams, who was poisoned by means of a package sent to her by post.

The trial is awaited with intense interest.

Molineux threatens to make revelations against a prominent official.

Danish Lock Out.

BERLIN, July 20th.

The locked-out workmen in Denmark, to the number of 40,000, have appealed to the workmen of Germany for assistance to aid them to carry on the struggle.

"Little Denmark," says the appeal, "is at present the touchstone of international capitalism, and should the Danish capitalists succeed in oppressing their workmen by means of the great lock out, their example would certainly be followed in other countries."

Post-Office Red-tapeism.

LONDON, July 20th.

Post Office red-tapeism could hardly go further than it has done in the treatment of the *Methodist Recorder*, which is publishing during the annual conference a daily issue. On Tuesday and Wednesday the Post Office seized large numbers of the daily, and would not let them proceed until excess postage had been paid on them, because the page headings read "Methodist Recorder Conference Daily." That, said the post-office, was not the title under which the paper was registered for transmission at newspaper rates. Now the paper is appearing with the words "Conference Daily Issue" bracketed in smaller type, and is allowed to pass by the autocrats of St. Martin's-le-Grand.

The Law's Delays.

Mr. Justice Mathew opened the Surrey Assizes at Guildford on July 20th, and in charging the grand jury said that it had been a reproach against the administration of the criminal law that prisoners were kept an inordinate time awaiting trial. That was a reproach the magistrates could in a great measure remove, and it was their duty to release prisoners on bail except in very grave cases.

They might hardly credit that a man awaiting trial in prison was treated worse than a convicted prisoner. It had been urged that if a [illegible] and they were allowed more warders would be required, and the Treasury will not sanction the expenditure, but the Treasury was a squeezable body, and if magistrates took the matter up a reform would soon come in.

In two case of bigamy the judge complained that the prisoners should have been released on bail instead of being kept in prison, and sentenced them to one day's imprisonment.

£10,000 Eclipse Stakes.

The Duke of Westminster, whose horse Flying Fox won the Eclipse Stakes value £10,000 last week, has presented that sum to the Royal Alexandra Hospital, Rhyl, of which his Grace is president.

The gift will enable the committee to proceed at once with the erection of the administrative block. The hospital is being built facing the sea, and the foundation stone was laid by the Princess of Wales, who is the patroness of the institution.

The Earl of Leicester has sent £5,000 to the Norfolk and Norwich Hospital.

Word "Prior" Upsets a Judge.

Counsel in an action before Mr. Justice Phillimore recently made use of the word "prior" in examining a witness.

His lordship remonstrated, and said the word really made him feel quite ill whenever he heard it used, and he asked the bewigged young gentleman to use better English.

The judge went on to remark that he thought he had seen the—to him—noxious word in a judgment the other day, but was not quite sure. However, if the learned counsel would use the word "before" instead of "prior" he would really oblige his lordship very much.

The Bar smiled, but the offending junior discreetly adopted the suggestion thrown out from the Bench.

Post Office Savings' Bank.

The latest report of the Post Office Savings Banks shows that no less a sum than £37,361,838 was received from despositors during the year 1898. This includes the sum realised by the sale of Government stock, viz. £790,490; the amount of dividends credited to depositors—£198,991; the amount credited as payments under the annuity and insurance contracts—£455,125; and the amount of Government stock transferred to the depositors' own names in the books of the Bank of England—£38,714.

The interest on these amounts represents a total of £2,838,304, while the balance due to all despositors at the close of last year, inclusive of interest, amounted to £123,144,090 15s. 1d.

The total sum expended on management of the Post Office Savings Banks from their establishment in 1861 to the close of the year 1897 amounts to £7,536,806 17s. 9½d. and the charges last year amounted to £450,640 11s. 2d.

Miss Amy Evans.

Is there something in the air of the Principality especially conducive to voice development?

Cmig-y-nos holds Patti in thrall. Welsh singers, of whom the popular tenor Ben Davies is one, always find their way to our hearts.

Now, at the Cardiff Eisteddfod, the latest Welsh nightingale has awakened to find herself famous at the age of 15.

There were many entries for the soprano competition, but only four were selected in the preliminary trial to appear before the audience, and Miss Amy Evans, of Ton-y-pandy, who was the last to sing, is said to have fairly electrified the audience.

Her voice is beautfully pure and sweet, and the air chosen, "Hear ye, Israel," was sung with such refinement and expression that Mr. Ben Davies, who was adjudicator, confessed himself greatly moved, and said that with care the young lady should become one of the greatest singers Wales has ever produced.

Commenting on her performance, he described it as marvellous, and her voice as a natural gift which no art could have produced.

Wales is to be congratulated, and Miss Amy Evans's career will be watched with interest.

Mary Ansell.

The execution of Mary Ann Ansell, domestic servant, aged 22, who was sentenced to death by Mr. Justice Mathew on 30th June for the wilful murder of her sister, Caroline Ansell, an inmate of the Leavesden Asylum, took place at eight o'clock on the morning of July 19th, within the precincts of her Majesty's prison at St. Albans.

The crime thus expiated consisted in the sending of poisoned cake by post from London on 9 March to her sister at Leavesden. Five days after its receipt Caroline Ansell died in agony, and several other inmates of the asylum, who had partaken of the cake, also suffered considerably.

Strenuous efforts were made to secure a reprieve for the condemned girl, on the ground that she was insane, but the Home Secretary, after making careful inquiries, decided not to intervene.

SECOND EXECUTION AT ST. ALBANS.

The prison at St. Albans, in which Mary Ansell was hanged, is a plain, red brick structure, built 42 years ago, standing on the eastern side of the ancient city. There are now between 50 or 60 prisoners within its gates.

The last and only previous execution that was carried out in the prison yard was that of a man named Wheeler, a farm labourer, who was hanged 89 years ago for shooting a local farmer named Edward Anstee and robbing him of valuable property.

The execution created a great deal of local interest. Billington came to the prison on the previous day; and with the assistance of a local carpenter, he prepared the scaffold in the yard on the east side of the building, not far from the laundry.

AMONG THE WATCHERS OUTSIDE.

Outside the prison a crowd of 1,500 people had assembled to watch for the raising of the black flag. These were almost entirely residents of St. Albans, with a few visitors from London and a number of cyclists. The crowd was very orderly and well behaved. Agents of the Religious Tract Society distributed leaflets liberally.

As the hour of eight arrived conversation among the crowd ceased suddenly, and all eyes were turned towards *the flagstaff on the* Water Tower. At exactly two minutes past eight the rope was seen to move, and the flag was drawn up and unfurled in the breeze. The silence was now only broken by whispers of the words "She is gone," and the crowd slowly dispersed.

EXECUTED ACCORDING TO LAW.

The inquest on the body on Mary Ann Ansell was held by the district coroner, Dr. Lovell Drage, at ten o'clock in the morning in a small room of the prison at St. Albans.

Mr. Edward Lloyd, the chief warder, identified the body as that of Mary Ansell.

Dr. Lipscomb, prison surgeon, stated that death was instantaneous.

A juror asked what the general conduct of the prisoner had been during her incarceration, but the coroner ruled that the question did not come within the scope of that inquiry.

The jury returned a verdict to the effect that the deceased was duly executed according to law.

Mary Ansell has left a confession that fully

"Shamrock" Wins.

BEATS "BRITANNIA" IN A TRIAL SPIN.

The trial of speed between Sir Thomas Lipton's *Shamrock* and the Prince of Wales's cutter *Britannia* created unbounded interests in yachting circles on July 18th.

A close and heavy calm in the Solent on Monday night was succeeded yesterday by a good sailing breeze from the eastward, and a beautiful English summer morning.

Between nine and ten o'clock the *Britannia* at her moorings in Cowes Roads began to set her sails, and *Shamrock* in the meantime was being towed by a small tug down Southampton Water. She had got well into the roadstead when she began to set her mainsail, and by a quarter-past ten the Prince of Wales's cutter had got under way and was making for Ryde. The *Shamrock* continued in tow and had set a jib topsail as well as mainsail by the time she had arrived off the pier.

THE COURSE.

The course was from Ryde Pier round the Nab Lightship to the eastward, and thence back to Cowes and down the West Channel to the Solent bark buoy near Lymington, returning to the Royal Yacht Squadron Castle, where an imaginary finishing line was drawn, the whole distance being about 40 miles.

The start was made under the auspices of the Royal Victoria Yacht Club, Ryde. There was a considerable gathering of ladies and gentlemen on Ryde Pier sometime before the commencement of the race, and many of the yachts in Cowes Roads set sail and made for the eastward.

THE RIVAL YACHTS.

The *Shamrock* went well over towards Stokes Bay with her mainsail and jib-headed topsail in place, Sir Thomas Lipton's fine steam yacht with a number of guests on board being then close astern.

The *Britannia*, displaying for the first time since her retirement in 1897 the Prince of Wales's racing colours, under which she had gained so many victories, passed Ryde Pier at half-past eleven, and soon afterwards the Admiralty yacht *Fire Queen*, with the Prince of Wales aboard, steamed up and dropped anchor off the pier. The *Britannia* sailed about in the vicinity for a few moments, and when the preparatory gun was fired at five minutes to twelve a deep line of spectators were eagerly watching all that transpired on the water before them.

THE START.

At noon precisely Mr. Percy Thellusson, the secretary of the Royal Victoria Yacht Club, gave the signal for gunfire. the *Britannia* had the berth nearer Ryde, and the *Shamrock* was out a considerable distance. They were each in excellent position for the start.

The *Shamrock* went away on the starboarp tack, but the *Britannia* kept just behind the line, reaching into the island on the port tack. She soon went about, and then both the yachts stood over on the same tack, without any distinct advantage in either case.

The *Shamrock* was the first to come about, and the *Britannia* followed suit a moment after. She was then carrying jib, foresail and jackyard topsail. They then both made long boards to the eastward, and passing round the Noman Fort the *Shamrock* was leading by 3½ min.

The competitors made several short boards to the east-north-east, making for the Nab, and the *Shamrock* was fast increasing her lead.

Observing the racers from the Pier as they passed the Warner Lightship their times were:—

	Hours.	Min.	Sec.
Shamrock	2	36	13
Britannia	2	43	18

All along the horizon estward there was a haze which, from Ryde, obscured the Nab, but it was made out that the *Shamrock* was keeping the advantage she had already gained.

Then came the running down on the westward journey, which was accomplished in fine style. The yachts passed Ryde—

	Hours.	Min.	Sec.
Shamrock	2	2	15
Britania	2	9	40

About six miles further on, at the Old Castle point, the times were:—

	Hours.	Min.	Sec.
Shamrock	2	27	56
Britania	2	36	12

The vessels were a perfect picture of wellfilled canvas as they came tearing down for the next mark to the westward. Each had her spinnaker boomed out to port, and carried jib topsail.

The spinnaker of the *Shamrock* looked huge, even beside her great mainsail, and she was the object of particular admiration by the mariners and experts who lined the coast at Cowes watching the race.

The yachts ran all the way to the Solent Bank Buoy, and, there they gybed, with the *Britannia* about the same distance astern of the *Shamrock* as before. They had shipped their spinnakers when they arrived off Gurnard Bay.

After rounding the mark they came up under the island shore with the wind true and steady, and both reached a point off Egypt, about mid-channel, and then turned into line off the Royal Yacht Squadron Castle.

The official times of the finish, taken at the Royal Yacht Squadron were:

	Hours.	Min.	Sec.
Shamrock	3	46	25
Britannia	3	59	45½

Thus the cup-challenger won by 13min. 20½sec.

Shortly after the conclusion of the race the Prince of Wales hoisted his burgee as commodore of the Royal Yacht Squadron, and was saluted with 11 guns from the Castle battery.

His Royal Highness dined at the Castle yesterday evening and invited some 15 or 20 guests to join him. The function was a purely private one.

Intimations.

NOTICE.

PRIVATE BOARD and RESIDENCE, 166, Queen's Road East.

Mrs. HORTON.

Hongkong, 30th June, 1899. [853d

THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [39

TO THE DEAF!

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 154, Bow Lane London, E.C. [72

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Davies, will be despatched as above on THURSDAY, the 24th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th August, 1899. [1046a

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"GHAZEE,"

will be despatched for the above port on or about the 25th August.

S.S. "ARGYLL" will sail about the 3rd September.

S.S. "JOHN SANDERSON" } At Intervals
S.S. "AFGHANISTAN" ..... } of 2 weeks.

For Freight, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 16th August, 1899. [908a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on SATURDAY, the 26th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1899. [1035a

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on FRIDAY, the 1st September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th August, 1899. [1054a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"

Captain Jackson, will be despatched as above on TUESDAY, the 5th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1899. [1036a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"CHINGWO,"

H. Harris, Commander, will be despatched as above on or about the 5th September.

For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents.

Hongkong, 17th August, 1899. [975a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & Co.—HAMBURG)

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"

will be despatched as above on or about the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 18th July, 1899. [938a

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August, 1899. [1030a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched on TUESDAY, the 5th September, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and *vice versâ*.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August, 1899. [1030a

Shipping.

STEAMERS.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain H. Kirchner, will leave for the above Ports, on or about WEDNESDAY, the 23rd instant.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 18th August, 1899. [1043a

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PREUSSEN,"

Captain R. Heintze, due here with the outward German Mail about the 22nd instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 18th August, 1899. [1043a

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENMOHR," FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th August, 1899. [1032a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's New Steamship

"PINGSUEY,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 25th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co., Agents.

Hongkong, 16th August, 1899. [1044a

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, *ex* S.S. *Australia* & *Arabia*.
From Australia, *ex* S.S. *Britannia*.
From Persian Gulf, *ex* B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 17th August, 1899. [1044a



Intimations.

THE MUTUAL STORES
(SUB AGENTS LIPTON LIMITED,)
26, 28 & 30, POTTINGER STREET, HONGKONG.

JUST ARRIVED:

"SILVER SHIELD BRAND"
OF
AMERICAN CANNED FRUIT.

EQUAL TO ANYTHING THAT HAS EVER BEEN PUT ON THE MARKET.

Hongkong, 1st August, 1899. [389

MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.
Hongkong, 19th August, 1899. [45

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$160.
A special reliable Watch made for this Climate.
Quality A..............................$16
Quality B..............................$12
10, QUEEN'S ROAD CENTRAL,
21] Opposite the Telegraph Office.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. JEYES' FLUID THE BEST DISINFECTANT. DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11

LET'EM ALL COME
TO
YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [596a

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [43

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898. [45

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

KELAT, British ship, John Hughes.—Standard Oil Co.

The Share Market.

LATEST QUOTATIONS.
(August 21st.)

Banks.

Hongkong and Shanghai Banking Corporation —360 per cent. prem., ex div.
The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.
National Bank of China, Ld.—$25 buyers.
Do. Do. —$25 buyers.

Marine Insurances.

Union Insurance Society of Canton, Ld.—$250 buyers.
China Traders' Insurance Co., Limited—$62.
North China Insurance Co., Ld.—Tls. 190.
Yangtsze Insurance Assoc. Ld.—$117 buyers.
Canton Insurance Office, Ld.—$140.
Straits Insurance Co., Ld.—$6½.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$312½.
China Fire Ins. Co., Ld.—$88½.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$32.
Indo-China Steam Navigation Company, Ld. —$70½.
China and Manila S.S. Co., Ld.—$91.
Douglas Steamship Co., Ld.—$59.
China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$17.

Refineries.

China Sugar Refining Co., Ld.—$159.
Luzon Sugar Refining Co., Ld.—$55.

Mining.

Punjom Mining Co., Ld.—$10½.
Do. Preference Shares—$2.
Société Française des Charbonnages du Tonkin—$230.
Queen Mines, Limited—$0.50.
Jelebu Mining and Trading Co., Ld.—$14.40.
Raub A'lian Gold Mining Co., Ld.—$60.
Olivers Freehold Mines, Ld.—(A) $8.
Olivers Freehold Mines, Ld.—(B) $6½.
Great Eastern and Caledonian Gold Mining Co., Ld.—$3.50.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—515 buyers.
Hongkong and Kowloon Wharf and Godown Company, Limited—$94.
Wanchai Warehouse and Storage Co., Ld.—$45.
New Amoy Dock Co., Ld.—$16.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld. —$10.
Hongkong Land Investment and Agency Co., Ld.—$106.
Kowloon Land and Building Co., Ld.—$29½.
West Point Building Co., Ld.—$36.
Hongkong Hotel Co., Ld.—$131.
Humphreys Estate and Finance Co., Ld.—$11

Miscellaneous.

Green Island Cement Co., Ld.—$32½.
China-Borneo Co., Limited—10.
A. S. Watson & Co., Limited—$17.
Hongkong Electric Co., Limited—$14.10.
Hongkong and China Gas Co., Ld.—$130.
Hongkong Rope Manufacturing Co., Ld.—$189.
Geo. Fenwick & Co., Ld.—$43.
Hongkong Ice Co., Ld.—$130.
Hongkong High-Level Tramways Co., Ld.—$145.
Dairy Farm Co., Limited—$6.
Hongkong & China Bakery Co., Ld.—$25.
Campbell, Moore & Co., Ld.—$12.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
Bells Asbestos Eastern Agency, Ld.—$5.
Carmichael & Co., Limited.—$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$75 sellers.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 67½.
International Cotton M'fg. Co., Ld.—Tls. 75.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 75.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.
Yahloong Cotton Spinning Co., Ld.—Tls. 55.
Tebrau Planting Co., Ld.—$4 per share.
Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.),
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 21st August.

ON LONDON, Telegraphic Transfer 1/11⅛
" Bank Bills, on demand 1/11 11/16
" Credits, 4 months' sight 2/0¼
" D'ments, 4 months' sight 2/0¼
ON BERLIN, (demand) M.2.01¾
ON PARIS, Bank Bills, on demand..........2.48½
" Credits, 4 months' sight......2.53
ON NEW YORK, Bank Bills, on demand..48¼
" " Credits, 30 days' sight 48⅞
ON BOMBAY, Telegraphic Transfer 147½
" On demand 148
ON SHANGHAI, Telegraphic Transfer ...72½
" Private, 30 days' sight 73
ON YOKOHAMA, T.T. ....4 per cent. prem.
Sovereigns, Bank's Buying Rate $10.06
Gold Leaf 100 touch, per tael 52.65
Bar Silver...27 13/16
Dollars ....1¼ per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 21st August.

New Patna	870	per chest.
New Benares	840	"
New Malwa	750/770	per picul.
Old Malwa	780/840	"
Persian, paper tied	670/750	"

VISITORS AT THE HONGKONG HOTEL.

Capt. and Mrs. Aitken and 2 children	Mr. Kinghorn
Mr. J. H. Aitken	Mr. J. Kirkwood
Mrs. John Angus	Mr. J. Lam
Mr. W. S. Bailey	Mr. E. A. Leggatt
Mr. B. J. Barlow	Mr. Leon A. Lévy
Miss Borredo and governess	Mr. A. C. Van Nierop
Mr. and Mrs. A. H. Bottenheim	Mr. J. J. O'Neill
Dr. Bowers	Mr. W. Parfitt
Mr. T. F. Burgdorff	Mr. Perez
Mr. A. B. Carter	Mr. and Mrs. S. G. Reilly
Dr. and Mrs. F. Clark	Mr. S. J. Robins
Mr. G. E. Gelm	Mr. & Mrs. C. Robinson
Mr. G. H. Gelpin	Lieut.-Genl. Sanford
Mr. & Mrs. K. Gibson	Mr. H. Schoalbred
Capt. Goddard	Mr. H. Simmins
Major and Mrs. Griffin	Mr. Frank Smith
Capt. Hall	Mr. A. Spagnolo
Mr. R. J. Hall	Mrs. C. Thomas
Mrs. Hillman	Mr. R. H. Tuckwell
Mr. T. Howard	Mr. T. E. De Witt Veeder
Mr. Wm. K. Hughes	Mr. W. Whiley
Mr. R. E. Humphreys	Mr. and Mrs. A. W. Whitlow
Mrs. Jackson	Mr. and Mrs. Bagnall Wild
Major and Mrs. Jeffreys	Capt. J. E. William
Mr. and Mrs. Joseph	Mrs. J. Williamson
Mr. and Mrs. Klens	

VISITORS AT THE WINDSOR HOTEL.

Mr. C. Benedito	Mr. F. B. Lake
Mr. C. Bettere	Mr. M. Pardo
Mr. W. Bray	Mr. Ed. Randle
Mr. B. H. Cook	Mr. H. Rees
Mr. Chesney Duncan	Mr. and Mrs. Robinson
Mrs. Farrell	Mr. A. Stevenson
Mr. Foster	Mr. E. J. Young
Mr. Pieru Jacguard	Mr. P. Zaldivar
Mr. Johnsen	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S. Beede	Mr. Cecil Holliday
Mr. H. F. R. Brayne	Staff-Surgeon and Mrs. W. E. Home
Mr. P. Bure	Mr. F. Hübbe
Mr. and Mrs. F. G. Collins	Mr. H. U. Jeffries
Capt. van Corbach	Mr. W. King
Mr. and Mrs. E. C. Dalton	Capt. F. Koford
Mr. G. H. Dann	Mr. J. Lamke
Mr. and Mrs. W. H. T. Davis and child	Mr. J. E. Lee
Mr. A. L. Denison	Mr. C. W. Longuet
Mr. P. Dow	Mrs. C. W. Longuet
Mr. A. Spencer Ellam	Mr. R. Mitchell
Col. G. J. H. Evatt	Hon. H. E. Pollock
Mr. J. S. Ezekiel	Capt. H. V. Prynne
Mr. R. M. Ezekiel	Mr. A. Reed
Mr. A. Forbes	Mr. F. Ryan
Lt.-Col. A. R. Fraser	Mr. & Mrs. C. Simpson
Colonel E. H. Gorges	Mr. A. Sinclair
Lieut. R. P. Hobson, U.S.N.	Mr. A. G. Stokes
	Mr. A. P. Stokes
	Mr. G. H. Wheeler
	Capt. J. Young

CRAGIEBURN.

Bishop Burdon	Hon. and Mrs. R. D. Ormsby
Rev. F. Flynn, R.N.	Mr. A. J. Richardson
Mrs. Horder	Mrs. Rolfe
Govt. Civil Hospital Sisters	Mr. Hugo Silvestri
Mrs. E. Jones and family	Capt. C. B. Simmonds, R.A.
Major S. S. Long, D.A.A.G.	Mrs. Simmonds
Major M. M. Morris, R.A.	Mr. and Mrs. W. E. Turner
Mrs. Morris	Consul Valpicelli
Miss Ormsby	Madame Valpicelli

VESSELS IN PORT.

Steamers.

CARLISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.,—Moji 2nd Aug., General.—Butterfield & Swire.
CHELYDRA, British steamer, 1,568, J. T. Davies, 21st July,—Calcutta, via Penang and Singapore 15th July, General.—Jardine, Matheson & Co.
CHOWFA, British steamer, 1,055, J. Williamson, 19th Aug.,—Bangkok 12th Aug., and Koh-si-chang 13th, General.—Butterfield & Swire.
COPTIC, British steamer, 2,744, J. H. Rinder, 9th August,—San Francisco 14th July, Honolulu 21st, Yokohama 2nd Aug., Kobe 3rd, Nagasaki 5th, and Shanghai 7th, Mails and General.—O. & O. S. S. Co.
EIDSVOLD, Norwegian steamer, 2,296, P. Schluden, 18th Aug.,—Moji 9th August, Coals.—Order.
GERMANIA, German steamer, 1,714, A. Möller, 14th Aug.,—Hongay 11th Aug., Coal.—Jebsen & Co.
HACTER, American steamer, 10,500, Comdr. C. H. Arnold, 7th Aug.,—Manila 4th Aug.
HAINAN, German steamer, 628, F. Clausen, 18th Aug.,—Chefoo 12th Aug., General.—Siemssen & Co.
HATING, French str., 905, M. Jenssen, 19th Aug.,—Pakhoi and Hoihow 18th, General. —A. R. Marty.
HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 14th Aug.,—Yokohama 4th Aug., Kobe 8th, and Nagasaki 10th, General.—Melchers & Co.
IDZUMI MARU, Japanese steamer, 2,307, M. J. Curnow, 15th Aug.,—Yokohama via Kobe and Moji 10th Aug., General.—Nippon Yusen Kaisha.
KANSU, British steamer, 1,158, A. Sommerville, 16th Aug.,—Iloilo 12th Aug., Sugar.—Butterfield & Swire.
LOOSOK, British steamer, 1,020, J. B. Jackson, 4th Aug.,—Bangkok 27th July, and Koh-si-chang 21th, Rice and Timber.—Butterfield & Swire.
MACHEW, British steamer, 995, T. E. Farrell, 17th Aug.,—Bangkok via Swatow 16th Aug., General.—Butterfield & Swire.
MONGKUT, British steamer, 859, A. S. Calder, 16th Aug.,—Koh-si-chang 9th Aug., Rice. —Yuen Fat Hong.
NANKIN, British steamer, 2,557, C. C. Bennett, R.N.R., 14th Aug., - Bombay via Singapore 25th July, Cotton-Twist and General. —P. & O. S. N. Co.
ON SANG, British steamer, 1,983, J. Young, 7th Aug.,—Sandakan 31st July, Timber.—Jardine, Matheson & Co.
PHRA CHULA CHOM KLAO, British steamer, 1,012, B. Pigot, 29th July,—Bangkok 25th July, General.—Yuen Fat Hong.
PROPONTIS, British str., 1,390, R. Crawford, 18th Aug.,—Cebu 13th Aug., General.—Heung Sing Steamship Co.
TETARTOS, German steamer, 1,574, T. Desler, 14th Aug.,—Saigon 10th Aug., Rice.—Siemssen & Co.
THALES, British steamer, 820, T. Hall, 30th July,—Foochow 27th July, Amoy 28th, and Swatow 29th, General.—Douglas, Lapraik & Co.
THORDIS, Norwegian steamer, 2,414, Wilhelmsen, 19th Aug.,—New York 23rd June, Kerosine and Phosphor.—Order.
ZWEENA, British steamer, 940, J. H. Nesbitt, 18th Aug.,—Sourabaya 9th Aug., Sugar and General.—Chinese.

Sailing Vessels.

KELAT, British ship, 1,822, John Hughes, 5th Aug.,—New York 3rd April, Case Oil.—Standard Oil Co.
ST. DAVID, American ship, 1,400, Lyons, 16th Aug.,—San Francisco 3rd June, Flour.—Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, August 21st, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p. Com. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, cruising.
Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. G. Callaghan, cruising.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising.
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Hongkong.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.
Phœnix, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. R. P. Cochran, Singapore.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow.
Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Wei-hai-wei.
Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut-Com. The Hon. G. A. Hardinge, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, cruising.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, cruising.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai.
Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.
Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incovount, San Mun.
Strombali, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.
Aleout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.
Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur.
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Arthur.
Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff. at Vladivostock.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock.
Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.
Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenius, at Vladivostock.
Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur.
Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.
Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p., Capt. C. Parenayo, at Port Arthur.
Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock.
Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,160 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchicht, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
† Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon.
Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.
Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at Chefoo.
Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.
Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.
Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Foochow.
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizel, at Manila.
Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.
Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Saigon.
Vouban, French flagship, 6,150, Capt. Boutet at Haiphong.
Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.
† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.
Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.
Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy.
Princess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.
† Flagship of Rear-Admiral von Diederichs.
* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Manila.
Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p., Capt. Whiting, at Nagasaki.
Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. W. H. Whiting, at Manila.
Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt.-Com. J. B. Briggs, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, at Manila.
Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.
Nanshan, U.S. collier.
Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. A. S. Barker, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p. Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila.
Yorktown, U.S. gunboat, 1,700 tons, 6 guns, 3,391 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. R. P. Leary, at Manila.
Zafiro, U.S. dispatch-vessel.

Post Office.

A Mail will close:—

For Swatow and Bangkok—Per *Machew* to-morrow, the 22nd instant, at 9 A.M.
For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic* to-morrow, the 22nd instant, at 11 A.M.
For Saigon—Per *Tetartos* to-morrow, the 22nd instant, 3 P.M.
For Bangkok—Per *Mongkut* on Wednesday, the 23rd instant, at 9 A.M.
For Chefoo and Vladivostock—Per *Kansu* on Wednesday, the 23rd instant, at 11 A.M.
For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Wednesday, the 23rd instant, at 4 P.M.
For Singapore, Penang and Calcutta—Per *Chelydra* on Thursday, the 24th instant, at 11 A.M.
For Europe, &c., India, via Tuticorin—Per *Oceanien* on Saturday, the 26th inst., at 11 A.M.
For Nagasaki, Kobe and Yokohama—Per *Futami Maru* on Saturday, the 26th instant, at 3 P.M.
For Kobe, Yokohama, Victoria and Seattle—Per *Idsumi Maru* on Thursday, the 24th instant, at 3 P.M.
For Singapore—Per *Hitachi Maru* on Thursday, the 24th instant, at 3 P.M.
For Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kasuga Maru* on Friday, the 25th instant, at 3 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India* on Wednesday, the 30th inst., at 11 A.M.
For Moji, Kobe, Yokohama, Victoria (B.C.) and Tacoma—Per *Olympia* on Saturday, the 2nd Sept., at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Chusan* on Saturday, the 2nd Sept., at 11 A.M.
For Nagasaki, Kobe and Yokohama—Per *Rohilla* on Saturday, the 2nd Sept., at [illegible]

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 30 guns, 14,000 h.p., at Yokohama.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.
Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.
Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.
Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p.
Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.
Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p.
Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.
Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.
Akitsushima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.
Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.
Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 h.p.
Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.
Yamato, 1,480 tons, 10 guns, 1,600 h.p.
Tenriu, 1,550 tons, 10 guns, 1165 h.p.
Kaimon, 1,360 tons, 10 guns, 1,125 h.p.
Amagi, 1,030 tons, 13 guns, 720 h.p.

Gunboats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko
Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.
Atago, 620 tons, 10 guns, 700 h.p.
Maya, 620 tons, 10 guns, 700 h.p.
Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan
Soko, 372 tons, 4 guns, 400 h.p.
Iwaki, 600 tons, 6 guns, 400 h.p.
Chinto, 490 tons, 5 guns 472 h.p.
Chinsei, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p.

Torpedo-boats.

Ikaduchi, Japanese torpedo-boat destroyer, 331 tons, Cd. ldr. I. Ishida, Hongkong.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p.
(used as gunnery training ship.)
Kanjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p.
(used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns.
(used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns.
(used as torpedo training ship.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, Smith,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, S. W. Goggin, —Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890, A. M. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,235, C. V. Lloyd,—Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.
Chun Wai, British steamer,—Kwong Wan S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

White Cloud, British steamer, 752, A. Cruickshank,—Hongkong, Canton, and Macao Steamboat Co.
Kiangtung, Chinese steamer, 303, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, Nunes,—Hongkong, Canton and Macao Steamboat Co.
Lungshan, British steamer, 108, Morrison,—Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40,—Ah Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, Kwong Wang Steamship Co.
Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.
Lil, American lorcha.
Kongpak, British steamer, 147, G. C. Jones,—Kwong Leo Steamship Company.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Printed and Published by ETHELBERT FORBES SHEBBEARE, No. [illegible] Queen's Road Central, in the City of Victoria, Hongkong.